



George D. Buckwold
R. Division







THE SARATOGA STORY

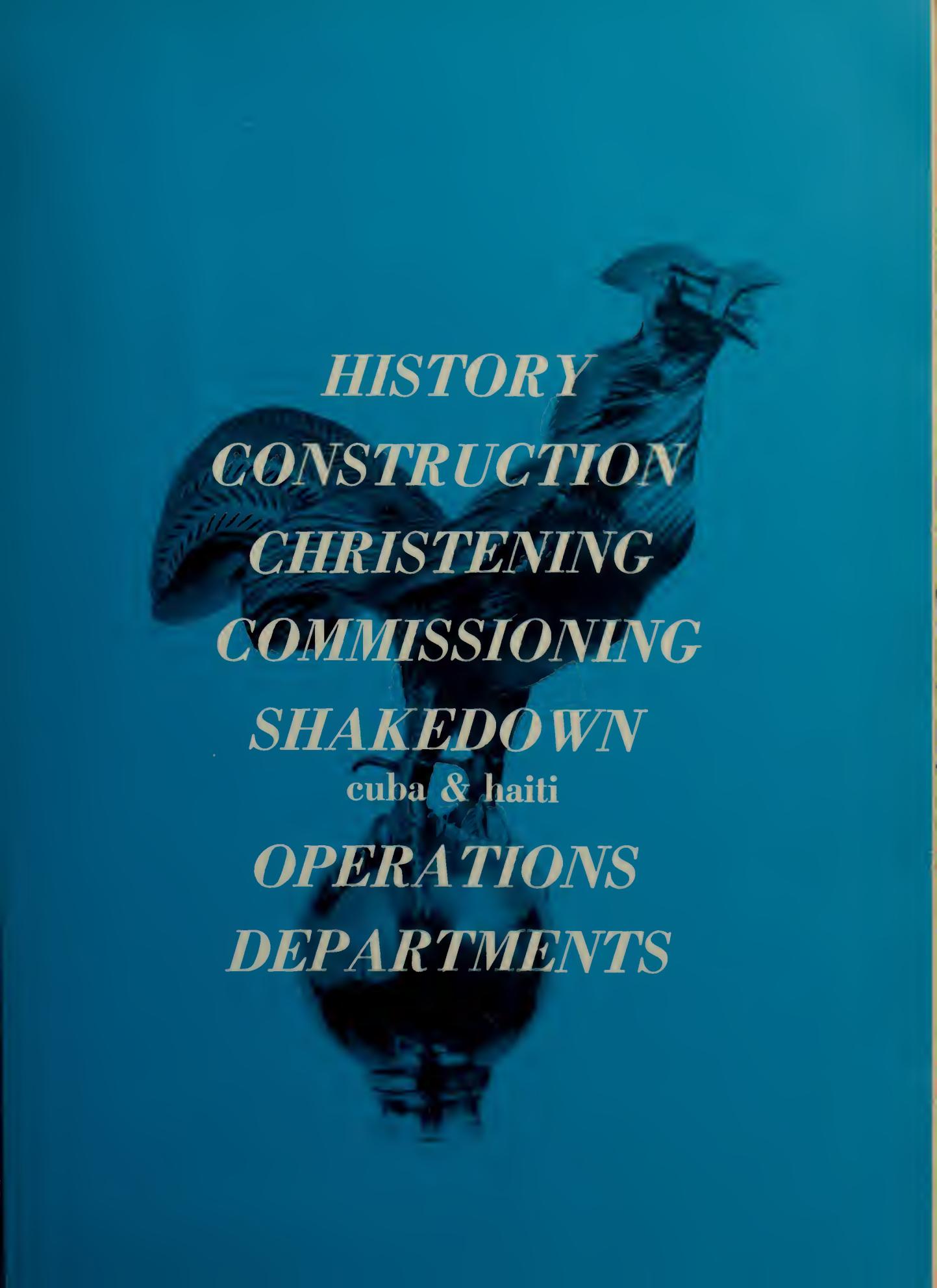
USS SARATOGA (CVA-60)

1952 - 1956

George E. Duckworth



To CAPTAIN ROBERT J. STROH, USN
first commanding officer of CVA-60,
this book is respectfully dedicated.



HISTORY
CONSTRUCTION
CHRISTENING
COMMISSIONING
SHAKEDOWN
cuba & haiti
OPERATIONS
DEPARTMENTS



CAPTAIN ROBERT J. STROH, USN

Assumed Command 14 April 1956

Relieved 1 December 1956

SARATOGA'S first Commanding Officer was, appropriately enough, a native New Yorker. Born in New York City, Captain Stroh attended Evander Childs High School prior to entering the U. S. Naval Academy in 1926.

Graduating from Annapolis with the Class of '30, he was assigned to the USS ARKANSAS. He reported shortly afterwards to NAS, Pensacola for flight training and was awarded the wings of a Naval aviator on 25 January 1932.

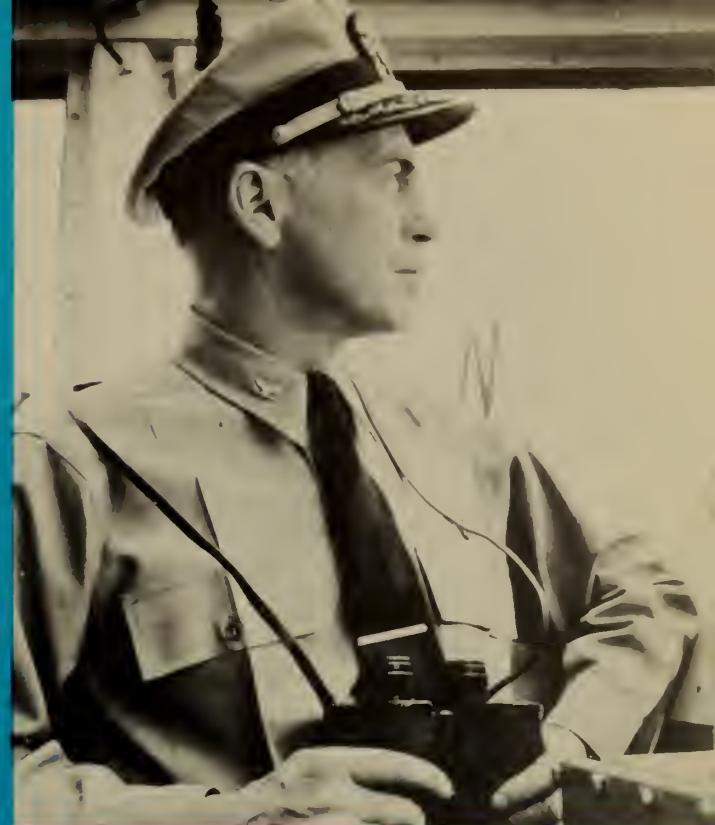
After a brief tour of duty at Hampton Roads, Va., he saw squadron duty aboard the USS PENSACOLA and the USS RANGER. Then he reported to Pearl Harbor where he was stationed until 1937. During this time he served with Scouting Squadron SIX-S, Bombing Squadron THREE-B, and Patrol Squadrons SIX-F and EIGHT-F.

Upon his return to the States, he was based on the carriers ENTERPRISE and YORKTOWN as a member of Bombing Squadrons EIGHT and SIX.

On the outbreak of World War II, Captain Stroh was attached to the American Embassy in London as a special U. S. Naval Observer. He returned in 1942 to take command of the Photographic Interpretation School, Anacostia, and later served with Fleet Air Photo Squadron ONE.

In 1943, he became CO of Photographic Squadron THREE. The squadron accomplished the major portion of the photographic reconnaissance over the Gilbert, Marshall and Mariannas Islands, and was awarded the Navy Unit Commendation for its work. Captain Stroh personally received the Air Medal, two Gold Stars, and the Distinguished Flying Cross for his part in the campaigns.

During the last year of the war, he served with ComAirPac as head of the Plans Division under Adm. John H. Towers, and was awarded the Legion of Merit for "exceptionally meritorious conduct" in that capacity.



His assignments after the war were as Executive Officer of the carrier HORNET; in the Office of CNO; as a student at the Air War College, Maxwell AFB; as Commander, Tactical Air Group TWO under Commander, Amphibious Forces, Atlantic.

In 1950, he became Commanding Officer of the USS VALCOUR (AVP-55) and in 1951, he reported to CinCLantFlt for duty in connection with the establishment of the Supreme Allied Command. He served on the staff of this command until August of 1953 when he reported as a student at the National War College in Washington, D. C.

Captain Stroh returned to the Navy Department to serve as Assistant for JCS and NATO matters in the office of the DCNO (Air), where he remained until July 27, 1955, when he received orders as Prospective Commanding Officer of CVA-60. He reported aboard as CO on 14 April 1956 when the carrier was commissioned.

After the long and difficult job of testing and shakedown, followed by fleet exercises in the Atlantic, Captain Stroh was ordered to report to the office of the Chief of Naval Operations and was relieved of command of SARATOGA on 1 December 1956.



CAPTAIN ROBERT B. MOORE, USN

Assumed Command 1 December 1956

In a brief ceremony at Norfolk, Va., 1 December 1956, Captain Moore became CVA-60's second commanding officer. Previously CO of the Escort Carrier SIBONEY, SARÁ's new skipper was Executive Officer of PETROF BAY and also served on INDEPENDENCE (CVL-22), NORTH CAROLINA (BB-55), and the battleships COLORADO and MISSISSIPPI.

Prior to his appointment to Annapolis in 1928, Captain Moore attended high school in his birthplace, Charlotte, N. C., and Severn School in Maryland. He graduated from the Academy in 1932 and after shipboard duty, he was sent to NAS, Pensacola, where he received his wings in April, 1936.

He saw squadron duty aboard the RANGER and MARYLAND, and in January of 1942, was appointed CO of Anti-Submarine Squadron ONE. Serving aboard the INDEPENDENCE during the Tarawa invasion, he was wounded and received the Purple Heart. In 1944, as XO of the PETROF BAY, he was awarded the Legion of Merit with Combat "V."

"Capt. Moore inspects OP division during Change-of-Command at Norfolk."



At the conclusion of World War II, he was detached from the PETROF BAY and assigned to the office of DCNO. Following a year's instruction at the Naval War College, Newport, R. I., he reported as chief staff officer on the staff of ComNavAir, Tenth Naval District.

In August, 1949, Captain Moore became the XO at NAS, Norfolk, and later served on ComAirLant staff. After a tour of duty with DCNO (Air), he took command of the SIBONEY, which played a large part in the Tampico rescue operation in October of 1955.

In addition to the Legion of Merit and Purple Heart, he has the Presidential Unit Citation, the Asiatic-Pacific Campaign Medal with nine stars, and several other decorations.

Captain Moore, whose official home address is Saluda, N. C. is married to the former Patricia Walsh of Massachusetts.

COMMANDER JAMES W. McCROCKLIN, USN
EXECUTIVE OFFICER

SARA's Executive Officer was born in Compti, La., and graduated from the U. S. Naval Academy in 1939. He reported aboard the USS NEW MEXICO for first duty, and in 1942 he received orders for flight training at Pensacola, Fla., where, upon completion, he was designated Naval Aviator.

He then joined Patrol Squadron 206, serving in the Caribbean area. He was later assigned to Patrol Bombing Squadron 216 and participated in the Marianas, Palau, and Leyte campaigns.

After the war, his assignments — one of which was as Air Officer aboard the USS CORAL SEA — continued to be in the air wing of the Navy.

Upon completion of courses at the Armed Forces Staff College, Norfolk, Va., in 1949, he was assigned as an instructor to the Post-graduate School, Annapolis, Md. Afterward, he served as Air Operations Officer on the staff of Commander, Seventh Fleet and saw action in Korea. Prior to being assigned as the first Executive Officer of SARATOGA, he was head of the Air Tactics Section, Office of the Chief of Naval Operations, Washington, D. C.



Commander McCrocklin is the holder of the Bronze Star with Combat "V," and the Air Medal.

His wife and three children reside in Fresh Meadows, L.I., N.Y.



**EXECUTIVE
STAFF OFFICERS**

FRONT ROW (l to r):
LTJG R. R. Norris, E. & T. Officer; CDR J. J. Burns, Catholic Chaplain; CDR McCrocklin; CDR W. I. Wolf, Protestant Chaplain; LT D. L. Stephenson, Administration Assistant
BACK ROW: ENS F. A. Brooks, Legal Officer; ENS W. J. Nelson, Assistant Legal Officer; ENS L. D. Bryant, Public Information Officer; CHSHIPCLK H. L. Hoagland, Personnel Officer; CHSHIPCLK R. J. Hayward, Ship Secretary.

X Division

The bleary-eyed people working under "late lights" on mountains of carbon copies are the yeomen, personnelmen, journalists and lithographers of the Executive Staff — X Division.

From morals to morale, the needs and problems of the SARA's crew dictate the workings of the division personnel.

The Special Services Office maintains the hobby shop, athletic gear locker, and furnishes recreation and amusement of all types.

Along with divine services and counsel, the ship's chaplains insure that the library is well stocked, and that S-A-R-A keeps the music flowing.

Handling all enlisted records for the 3,500 crew members is the task of the Personnel Office, and Admin — aside from producing the POD — assists the XO in directing the ship's administration and policy.

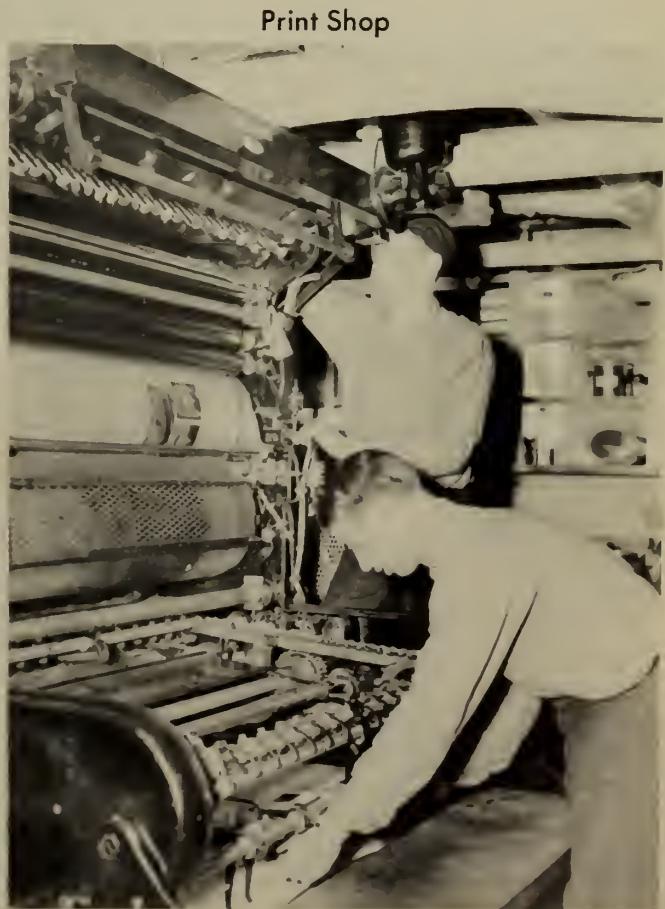
The Legal Office and Public Information Office also are within the Executive Staff, and the SARA's modern print shop — best known for its "AUTHORIZED LATE SLEEPER" signs — works under the Ship's secretary and Captain's Office.

I & E supplies the tests and manuals necessary for advancement in rate.



Admin Office

And last, but far from least, is the ship's police force, the MAA's, representing every department on SARATOGA.



Print Shop





Chaplain Wolf
puts S-A-R-A
on the air.



Burial at Sea



Catholic Shipyard workers
present Chalice to Chaplain
Burns. RADM Kniskern, Capt.
Stroh, look on.



Chaplain Burns, CPO
Boucher, showing
SARA to orphans
from St. Vincent's home.

CHAPLAINS

Two of the best-known men aboard SARA are Protestant Chaplain W. L. Wolf and Catholic Chaplain John J. Burns. Providing spiritual and moral guidance as well as advice and understanding to the crew, Commanders Wolf and Burns play a very important and personal part in the lives of SARA's men.



(Left) First Protestant Baptism is held aboard ship. The proud parents are Saul Porter, QM1, and his wife, Carrie. (Below) The first Catholic High Mass is held in Hanger Bay Three on April 15, 1956.





X
FRONT ROW (l to r): Hansen, AN; Swoboda, SA; Gester, SN; Russell, FN; Seifert, YN3; Mahoney, LI3; Smith, SA; Boich, YN3; Denny, PN3. 2nd ROW: Snead, SN; Larson, PNC; CHSHIPCLK Hayward; ENS Bryant; LT Stephenson; CHSHIPCLK Hoagland; Graddick, JO1; Jackson, PN1; Conners, LI1; Anderson, YN2. 3rd ROW: Goldblatt, SN; Bean, LI3; Burzycki, LI3; Kales, AA; Campbell, PN3; Lent, SN; Springborn, SN; Ernsberger, PN3; Dubail, SN; Reedy, PN3; Lewis, SN; Miller, LI3; Henry, AN; Curtis, SN; Anderson, TD2; Kotowski, TD3; Rebar, YN2.

"... so I just had to slug that SP, Mr. Brooks."



Personnel crew.





X
FRONT ROW (l to r): Baker, SN; Krumm, PN3; Young, PN3; Waters, PN2; Sullivan, SN; Sandy, SN; Goforth, SN; Hodgins, SN; Kite, SN; Brown, PN3. 2nd ROW: Fontana, YN3; Wright, FN; Myers, SN; ENS Brooks; LTJG Norris; ENS Nelson; Gentile, LI3; Hayes, SN; Robbins, SA; Tarangelo, SA. 3rd ROW: Lutinen, SN; Majors, SN; Yumnit, PN1; Wapp, YN3; Dignam, YN2; Holton, YN2; Givens, YN2; Capone, SN; Dunn, SA; Cole, SN; Undaset, AN; Anderson, PN3; Canfield, PH3.

MASTER-AT-ARMS FORCE: FRONT ROW (l to r): Nolan, BM2; Fenstermacker, PR1; Brown, BM1; CDR McCrocklin; Ostwalt, BMC; Acton, BT1; Starrick, AB1; Langnau, AO1. 2nd ROW: Calbi, 1C2; Formanski, BT2; Madsen, BM2; Kemp, EM2; Cardwell, DC2; Just, ET3; Jordan, RD3; Denmeade, EN3.





DEPARTMENTS



Saratoga's Departments

On a ship the size of SARATOGA, organization is necessarily a complex and extremely important factor. It is a tribute to our department heads and the officers and men under them that in the brief time since SARA was put into commission, this complex organizational problem has been completely solved, and functions smoothly and efficiently.

From the Dental Department with its thirteen officers and men, to Engineering, whose personnel runs to over 800, each of the ship's eight departments does its important part. Gunnery, Medical, Air Operations, Navigation and Supply round out the list.

Department by department, division by division, man by man, SARATOGA presents the picture of a 3,500-person community, working side by side to accomplish their common purpose. The men of SARATOGA, their spirit of steadfast purpose and cooperation, are a tribute to their ship and the Navy.

To all who appear on the following pages: "Well done."

Air

Consisting of six divisions, the Air Department has the important job of keeping SARA's planes in the air. From cleaning and maintenance to catapult launchings, the Air Department carries the ball.

Operational control of SARATOGA's more-than-four-acre flight deck is in the hands of the V-1 Division. The crash crew operates the cranes, fights fires, and conducts rescue details. The V-2 Division is responsible for all arresting gear and catapult equipment.

The men of V-3 work on the hangar deck; spotting and sending aircraft to the flight deck for launching; operating the elevators, maintaining hangar deck lighting and fire doors, and fighting hangar bay fires.

The obligation of safeguarding the ship from aviation fuel fires, and of fueling the ship's aircraft is the job of V-4 Division. Aircraft repair — which includes electronics, engines, propellers, and metal and electric shops — is the responsibility of the men of V-6, while V-5 is the pilot's insurance that his plane's lethal weapons will function at their deadly best.

The Air Department also has the responsibility of maintaining the ship's vehicles and aircraft handling equipment which includes tractors, mobile cranes and fork lifts.



COMMANDER HARRY B. GIBBS, USN
AIR OFFICER

Born in Buffalo, Ohio, SARATOGA's Air Officer attended the University of West Virginia from 1938 to 1941. He was commissioned Ensign through the Naval Reserve program and was promoted to his present rank of Commander in 1953.

He received his Naval Aviator wings in 1941, and participated in many of the early carrier strikes of World War II. To date, Commander Gibbs has a record of over 2,500 flight hours to his credit.

A graduate of the Armed Forces Staff College, Norfolk, Virginia, he is the holder of the Navy Cross, the Distinguished Flying Cross, and the Air Medal.

Commander Gibbs, his wife, and their two daughters presently reside in Fresh Meadows, Long Island, New York.



FRONT ROW (l to r): Marquardt, AB3; Brady, AB3; Thackery, AN; Dickerson, AN; Howington, AN; Nordstrom, AN; Morad, AN; Roach, AA; Overton, AN; Olson, AN; Crabb, AN. 2nd ROW: Dodero, AN; Boyd, AN; Columbia, AA; Anderson, AN; Scalora, AN; Smith, AA; LCDR Carnahan; Metzger, AB3; Lukasik, AN; Thomas, AB3; Gray, AN. 3rd ROW: Gilbert, AB1; Fuller, AB3; Smith, AN; Sherfield, AN; Reineking, AN; Puglisi, AM3; Spruce, AN; Miller, AN; Pachell, AN; Woodall, AN; Crabtree, AN; Henthron, AA.

V-1

FRONT ROW (l to r): Murphy, AN; White, AN; Wright, AA; Markowitz, AN; Roe, AN; Degrote, AN; Smith, AN; Waldron, AA; Hayes, AA; Bevins, AN. 2nd ROW: Hicks, AN; Wright, AB3; Downes, AB3; Mullins, AB2; Wright, AB1; CHAVOPTECH Eggeling; Stephens, AB2; Melanson, AB3; Brown, AB3; Scott, AB2; Adam, AB3. 3rd ROW: Skinner, AN; Harris, AN; Houston, AN; Lowe, AA; Garner, AN; Burrow, AN; Shoopman, AA; Workman, AN; Vickers, AN; Ball, AN; Coleman, AA; Hooper, AN; Waldvogel, AN; Powell, AN; Johnson, AB3; Callahan, AN; Pliskka, AN; Dezulovich, AN; Kordick, AN.





V-1

FRONT ROW (l to r): Iszler, AN; Schwartz, AN; Thompson, AN; Haut, AN; Chase, AA; Vuljak, AN; Carter, AN; Suggs, AA; Maskel, AN; Conrad, AB3. 2nd ROW: Amidei, AN; Svendsen, AN; Crane, AB2; Williams, AB2; Scheuer, AB1; Kindley, AB1; Fisher, ABC; Lain, AB1; Wells, AB2; Baker, AB2; Brown, AB3; Pearson, AN. 3rd ROW: Thomas, AN; Burns, AN; Cobb, AB3; Pennamen, AB3; Bergeron, AN; Kotcher, AN; Collins, AN; Miller, AN; Wheeler, AN; Fair, AN; Zahakos, AN; Kelly, AN; Butler, AB3; Dunham, AN; Schommer, AN; Ingraham, AN; Waisanen, AN; Froesel, AA; Bedinghaus, AN.

(Below) Re-spotting chores underway. (Right) F9F heads for the elevator.





FRONT ROW: (l to r): Davis, AA; Rousseau, AN; McComber, AB3; Roberts, AB3; Duncan, AN; Mueller, AB3; Hilton, AB3; Yates, AA; Paul, AB2. 2nd ROW: Motimer, AB2; Janik, AB2; Parsons, AB1; Rivers, ABC; LCDR Dulhagen; LT Everling; Russ, AB1; Rossignal, AB1; Burns, AB1; Bardar, AB2. 3rd ROW: Repaci, AB2; Farmer, AN; Leonard, AN; Gauger, AN; Arnold, AB3; Wolffs, AN; Gear, AB3; Fedyk, AN; Vogt, AN; Lloyd, AA; Ballard, AN; Pearsall, AB3.

V-2

FRONT ROW (l to r): Morris, AN; Feil, AN; Wetherell, AN; Araibian, AA; Zapp, AB3; Benson, AN; Collins, AA; Dietz, AB3; Tackett, AA; Deziel, AA; Grace, AB3; Barbour, AA; Dickens, AN. 2nd ROW: Kline, AN; Fortney, AA; Cernautan, AB1; Welford, AB1; Kedrowski, ABC; LCDR Dulhagen; LT Douthett; Berry, AB1; Presnell, AB1; Doughty, AB2; Barchis, AB2; Turner, AB3. 3rd ROW: Phipps, AN; McCloskey, AN; Mastromoro, AN; Harmon, AN; Turkett, AB3; Weddle, AB2; Finney, AA; Smith, AA; Bolton, AN; Graehling, AB2; Robbins, AK3; Moran, AN; Rowles, AE3; Elliot, AN; Randolph, AB2; Boone, AN; Glor, AN.





V-2
FRONT ROW (l to r): Vaughan, AN; McCraney, AE3; Keating, AA; Woods, AA; Heuer, AA; Moynihan, AN; Allen, AN; Navone, AB3; Woodworth, AN; French, AB3; Hansen, AN. 2nd ROW: Pancalli, AB3; Beverly, AB3; Burke, AB1; McLemore, AB1; ENS Zach; LT Douthett; LCDR Dulhagen; Hamersley, ABC; Burr, AB1; Bruner, AB3; Christopher, AN. 3rd ROW: Clapp, AN; Hemrick, AN; Pierce, AB3; Bolt, AN; Morrill, AN; Prater, AB2; Wilson, AA; Turner, AN; DeAngelis, AN; Wyrick, AN; Gore, AB3; Wisniewski, AB3; Harper, AB3; Arbogast, AN; Mabry, AN; Beers, AN; Malinosky, AB2; Deganan, AN.

Drop that wire!



Cougar on the cat.





FRONT ROW (l to r.): Vallesio, AN; Zachary, AN; Patton, AN; Eubanks, AN; Multinax, AN; Bosio, AN; Craig, AN; Conrad, AN; Weldon, AA. 2nd ROW: Amberg, AN; Trambalski, AN; Willingham, AN; Johnson, AA; Geisendaffer, ABC; LT Ulm; Smoak, AN; Burkes, AN; White, AA; Parks, AN. 3rd ROW: Lilly, AN; Schuzer, AA; Wolff, AN; Jenkins, AA; Gusewelie, AN; Hammes, AN; Kyzer, AN; Giles, AN; Schaab, AN; Matthews, AN; McKnight, AN; Kearney, AN; Langston, AB3; Thiel, AN.

V-3

FRONT ROW (l to r): Golka, AN; Johnson, AN; Covington, AA; Kennedy, AN; Hoffman, AA; Carter, AN; Ratulowski, AA; Marchand, AN; Gothay, AN. 2nd ROW: Green, AN; Sweeney, AB3; Tabb, AB2; Bakker, AB2; Geisendaffer, ABC; LT Ulm; Daniels, AB1; McGinley, AB3; Doyle, AB3; Allen, AB3. 3rd ROW: Morris, AN; Adams, AA; Wolf, AN; Bird, AN; Langford, AN; Robinson, AN; Burkeen, AN; Difrancesco, AN; Devine, AN; Hunt, AA; Nash, AB3; Santos, AN.





V-4

FRONT ROW (l to r): Noegel, AN; Brown, AN; Westover, AN; Nipper, AB3; Finch, AN; Moody, AN; Sifers, AN; Selario, AN; Crawford, AN; Riley, AA; Del Castillo, AN; Halvorson, SN; Canfield, AN. 2nd ROW: Powell, AN; Norian, AB3; Rubin, AB3; Blessing, AB1; Gillespie, ABC; CHAVMAINTECH Judash; Wetzel, AB1; Burkam, AB1; Decker, AB3; Meads, AN. 3rd ROW: Madonna, AN; Diebold, AN; Love, AN; Schaffner, AN; Davis, AN; Patterson, AN; Meadows, AN; Laveque, AN; Baird, AN; Ragland, AN; Houchens, AN; Dellaquila, AN; Browning, AN; Martin, AN; Harris, AN; Papa, AN; Smith, AB3; Couture, AN; Guilliams, AN.

Field day, Hanger Bay 3.



Putting away the first F9F.



V-4



FRONT ROW (l to r): Mandyck, AN; Peterson, AN; Vannata, AN; Iddings, AN; China, AN; Stewart, AA; Hurley, AN; Montgomery, AN; Healea, AB3; Monette, AN; Mummett, AN; Hand, AN. 2nd ROW: Coughlin, AB3; Martin, AN; Dinieri, AA; Engel, AN; Taylor, AB2; Dunlap, ABC; CHAVMAINTECH Judash; Glidewell, AB1; O'Brien, AB2; Cummings, AN; Hosey, AN; Bollenberg, AN. 3rd ROW: Miedema, AB3; Stephanski, AN; Jesky, AN; Connors, AN; Vecchio, AN; McCormick, AN; Scott, AN; Wycich, AN; Lusk, AN; Ezell, AN; Adams, AN; McIntire, AN; Swoboda, AN; McKinney, AN; Baker, AB3; Carter, AN; Morneau, AN; Hageage, AN; Beck, AN; Rosenthal, AN; Hodge, AN.

Refueling the chopper.



"Now the smoking lamp is out . . ."





Preventive maintenance

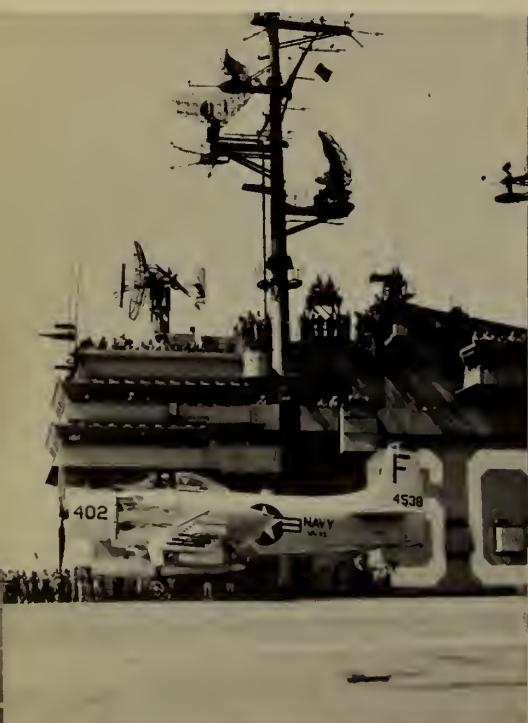


"Skyraider" clears deck

2,000th-landing cake in good hands



AD-3 races for takeoff



AJ-1 ready to go





FRONT ROW (l to r): *Ortolano, AN; Simpson, AA; McMullen, AA; Schrock, GF3; Leshovisek, AA; Montoto, AO3; Petendree, AN; Parsons, GFAN; Ehrhart, AN; Thomann, AO2; K. H. Kirby, AO3.* 2nd ROW: *Beacham, MN3; Dorf, AN; Leahy, AN; Davis, AO3; Watters, AN; Butcher, GFC; LCDR Frodahl; Furgueron, GFC; Lee, AQ1; Fay, AO2; Elliott, AO2; Gladieux, AO1.* 3rd ROW: *Hudson, AN; McCain, AA; McCormick, AA; Ellis, AN; Radcliffe, AO2; Andrelchik, AO2; Proelochs, AN; Stover, AA; Kells, AO1; Dancy, AN; Williams, AO1; Hunt, MN1; Dilley, AN; Campbell, AO3; MacDougall, AN; Daigrepont, AO3; Searle, AO3; Bryant, AO2.*

V-5

FRONT ROW (l to r): *Lucas, AO1; Patterson, AN; Hubbard, AA; Goodin, AO2; Alvino, GF3; Graceffa, AO1; Waldron, AO1; Parker, AN; Hinkle, AO2; Pearman, AN.* 2nd ROW: *Fuoco, AO1; Davenport, AA; McKnight, AO3; Kolcow, AO2; Smith, AN; Rolan, AOC; CHAVORDTECH Elliott; Carter, AO1; Martin, AO2; White, AO2; Shelton, AO2.* 3rd ROW: *Barr, AN; Kramer, AO2; Ramsay, AO3; Rhodes, AN; Johnson, AO2; Gaynor, AO3; Daniels, AO3; Boniella, GF3; Meek, AO3; Pack, AO3; Campbell, AO3; Coggins, AN; Chanda, AO2; Steele, AN; Erwin, MN3; McDonald, AO3; McGuire, AO3; Zydiak, AO3; Park, AO2.*



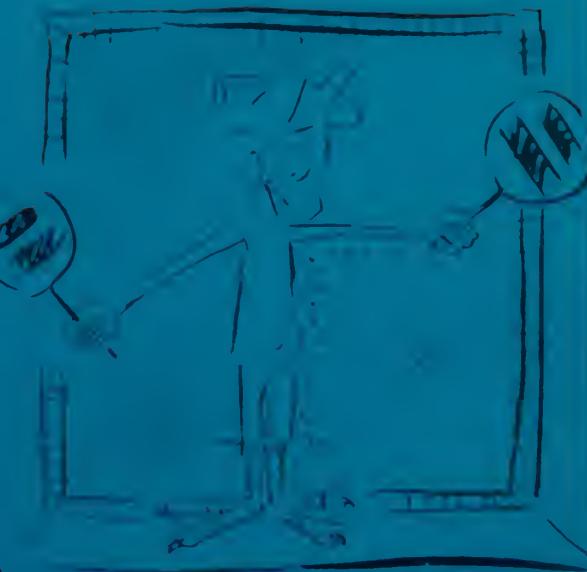


FRONT ROW (l to r): Crothers, PR1; Crane, AM1; Player, AD1; Duncan, AE2; Stewart, AN; Head, AM3; Hensley, AN; Lambert, AN; Blomgren, AN; Drummond, AN. 2nd ROW: Hallmark, AD3; Keane, AN; Ashforth, AD2; Clifford, YN3; Murray, ADC; Welch, ADC; LCDR Swint; Rowe, ADC; Fleming, ATC; Beaver, AT1; Macer, AD3. 3rd ROW: Briner, AA; Carraber, AN; Marken, AD1; Bowen, AN; Feurstein, AD3; Yannarella, AM3; Cariel, AN; Scheadler, AN; Arledge, AN; Bishop, AD1; Hummel, AE3; Krimsky, AN; Walker, AN. 4th ROW: Maulden, AN; Clevenger, AM3; Crain, AM3; Milhorn, AM2; Davis, AD2; Coffey, AD3; Kennedy, AT3; Riedel, YN2; Joy, AM3.

V-6

FRONT ROW (l to r): Mitchell, AN; Thorsby, AN; Lopes, AM1; Price, AA; Williams, AN; Cohen, AN; Douglas, AM3; Meads, AA; Gore, AM1. 2nd ROW: McMahon, AT3; Huffines, AN; Amarosa, AT3; Richards, AEC; AVELCTECH Roche; Madden, AMC; Bartnik, AD2; Gottlieb, AD3; Daly, AN; Pooler, AE1. 3rd ROW: Taylor, AA; Deal, AD3; Whitaker, AM3; Florence, YN3; Hekman, AN; Smith, AE3; Stahl, AM2; Leady, AM3; Helt, AD2; Toman, SN.





Dental

The smallest department of the ship, but highly skilled and important, is the Dental Department. At all times of the day — or night — SARA's painless dentists are prepared to render any dental assistance needed. From a simple filling to a complicated operation, they have the experience and the equipment to cope with the situation. (And all you have to do is grin and bear it.)

SARA has the most modern dental facilities of any ship afloat, and D Division's x-ray machine gives an accurate dental diagnosis, often saving patients' valuable steak-chewers. But if you happen to lose a tooth, it won't faze Dental: the prosthetic lab will turn out some suitable substitutes, and put you back in action in the chow line.

Aboard the SARATOGA, to take that long walk to the second deck and that comfortable, reclining "easy" chair, is almost (I say again . . . almost) a pleasure.



**COMMANDER JUSTIN F. STOLITSKY, DC, USN
DENTAL OFFICER**

Commander Stolitsky, born in Brooklyn, New York, is a graduate of Lafayette College and the University of Maryland. He entered the Navy upon graduation from dental school as an enlisted man in 1943, and was commissioned in 1944 through the Navy's "V-12" program. He attained his present rank in 1955.

His previous assignments include duty at the U. S. Naval Gun Factory, Washington, D. C.; aboard the USS FRANKLIN D. ROOSEVELT; at the Naval Dental Clinic, Norfolk, Virginia, and six months at the U. S. Naval Dental Clinic, Bethesda, Maryland, as a post-graduate student. Prior to being assigned to SARATOGA, he was stationed at U. S. Naval Amphibious Base, Little Creek, Virginia.

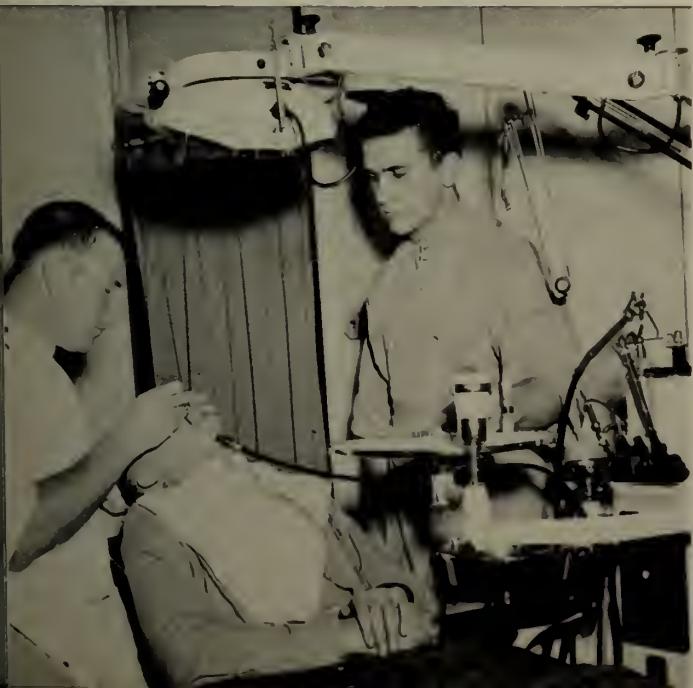
Dr. Stolitsky, his wife and two children make their residence in Virginia Beach, Virginia.



(l to r): Stewart, DT3; Dilloff, DT2; Clark, DT1; Klingensmith, DTC; LT Jensen; CDR Stolitsky; LT Serog; Fossum, DT1; Johnson, DT2; Santoni, DT2; Smith, DT2; Lefave, SA.

D

"Now this won't hurt a bit."



Smile-making



Engineering

The Engineering Department—the ship's largest—provides the technical know-how that insures smooth operation.

"A" Division operates and maintains auxiliary equipment throughout the ship. Their jobs range from production of oxygen and nitrogen to providing boat engineers for the liberty boats.

Operating the high pressure steam equipment and supplying the high pressure steam used in the main propulsion turbines is the task of "B" Division. They also distill SARA's water and are responsible for receiving, stowing and distributing the ship's fuel oil.

Furnishing enough electrical power to supply Pittsburgh, Pa., is the job of "E" Division. They operate and maintain the ship's main generators and electric plant.

It takes a lot of power to make SARA move and the running and mechanical upkeep of the main engines, turbines, electric turbo-generators, and related equipment are the charge of "M" Division.

The men who keep the leaks down and the hatches and doors swinging freely are "R" Division. These Damage Controlmen, Pipefitters, and Metalsmiths form the backbone of the ship's fire fighting force and keep big SARA physically fit.



COMMANDER JAMES D. SMALL, USN
ENGINEERING OFFICER

Commander James D. Small, born in Cobleskill, New York, enlisted in the Naval Reserve in 1937 and entered the U. S. Naval Academy in 1938, receiving his commission in 1941. He advanced to his present rank of Commander in 1954.

His first assignment was at the U. S. Naval Training Station, Great Lakes, Illinois as Rifle Range and Ordnance Officer. Later he served aboard the USS BARNES as Visual Signal Officer.

Upon completion of post-graduate school, Annapolis, Maryland, he served aboard the USS YORKTOWN, the USS HANCOCK, and on the staff of Commander, Air Force, U. S. Pacific Fleet.

Prior to reporting aboard SARATOGA he served as Ship Superintendent at the New York Naval Shipyard, Brooklyn, and with the Bureau of Ships, Aircraft Carriers Washington, D. C.

Commander Small, his wife and two children currently reside in Garden City, L. I., New York.



ENGINEERING OFFICERS — FRONT ROW (l to r): LTJG Suriano; LTJG Kidd; LT Rockwell; LT Mathis; LCDR Cash; CDR Small; LT Smith; LT Mosley; ENS Knust; LTJG McGough. **BACK ROW:** ENS Allemand; ENS Lipset; CHSHIPREPTech Smith; SHIPREPTech Frazee; ENS Zerbel; ENS Catoe; CHMACH Crapps; CHMACH Worley; CHELEC Burns; CHMACH Arnesen.

FRONT ROW (l to r): Stimmel, FN; Dickman, FN; Jaberg, SN; Buboltz, MM3; Rounds, MR2; Maddux, FN; King, FN; Nunes, FN. **2nd ROW:** Rudl, MM2; Holmes, MR2; McClure, MR2; Mullins, MM1; CHMACH Arnesen; Blaisure, MMC; Parfitt, MM1; Burnett, MR1; Schmitt, MR2; Williams, MM2. **3rd ROW:** Still, EN2; Kersey, FA; Bohman, YN3; Knight, FN; Rosser, EN2; Lee, FN; Bickel, FN; Smith, MM3; Pitts, FN; Robertson, FN; Craven, MM3; Theriault, FN; Lewis, FA; Schoener, FN; Kelley, FN; McGuire, EN3; Zito, FN; McAleese, FN; Raines, MM2; Pierce, FN; Bulger, MR2.

A

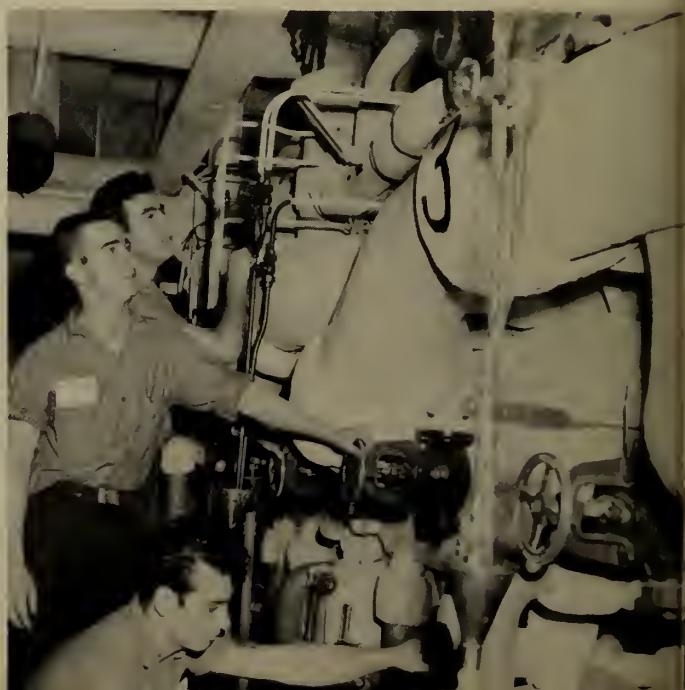




A
FRONT ROW (l to r): Coble, EN3; Lavoie, EN3; Boburka, FN; Fosmire, EN3; Bartlett, FN; Wheeler, EN3; Todd, FN; Pearson, EN3; Croft, FA; Lambert, FN. 2nd ROW: Howard, EN3; Cillo, MM2; Polancich, MR2; Fox, MM1; LT Mosley; Wolfe, BTC; Olson, MM1; Aiken, MR2; Smith, MM3; Sedlak, MM3. 3rd ROW: Ortquist, MM3; Rich, EN2; Jones, FA; Cannan, SN; McCabe, MM3; Sepersky, MM3; Komor, FN; Sandlin, FN; Hussing, FA; O'Reilly, EN3; Nowell, FN; Gothard, FA; Moss, MM3; Boucher, FN; Boepple, MM3; Melvan, MR3; Winegart, FN.

(Below) Progressive (?) maintenance check.

(Right) "S'funny. It was going up and down all right yesterday."





FRONT ROW (l to r): Reedy, FN; Breen, MM3; Siracusa, MM3; Smallman, MM3; Flagg, FA; Mondaro, FN; Tuhn, FN. 2nd ROW: Riche, MM3; Kotansky, MM3; La-roche, EN2; Guillot, MM1; Hatton, MMC; LT Mosley; ENS Lipset; Mathes, MMC; Abrams, MM1; Garrett, EN2; Bishop, EN3; Skol, EN3; Ward, FN; Wynne, FA; Elliott, FN; Morgan, FN; Riemann, FN; Lichtle, FN; Green, FN; Burczyk, MM3; Reis, FN.

A

FRONT ROW (l to r): Monroe, FA; Goedtel, FA; Felicia, FN; Lollock, FN; Sivick, FN; Kirkover, FA; Dupont, FN; Gogolin, FA; Leonard, FA; Haythe, EN3. 2nd ROW: Reppond, MM3; Minton, EN2; Carmichael, MM1; Ortlip, MM1; ENS Lipset; Gangl, YNC; Masud, MMC; Koenig, MM1; Davis, MM1; Ford, MM2. 3rd ROW: Dignam, YN2; Seifert, FA; Podwinski, MM3; Rich, FA; Moore, FN; Webb, MM2; Hart, FA; Palmer, EN2; Robbins, MM3; Kurcin, FN; Bailey, MM2; Moody, FN; Shively, FN; Yeargin, FN.





FRONT ROW (l to r): Douglas, FN; Speidel, BTFN; Benda, BT3; Fokkens, FN; Cienava, BT3; Lashway, FA; Anders, BTFN; Richards, FN; Rich, FN. 2nd ROW: McGuire, BT2; Murphy, BT1; Diario, BTC; Maiuro, BTC; LTJG Suriano; CHMACH S. Worley; Thomason, BTC; Dembin, BT1; Elvin, BT2; Depoy, BT3. 3rd ROW: Byrd, BT3; Steers, FN; Oberst, BT3; Sollner, SN; Nemeth, BT3; West, BTFN; Guldenstein, FA; Harrington, FA; White, BT3; McKeown, FN; Guthridge, FN; McCaffery, BTFN.

B

FRONT ROW (l to r): Sprossel, BT3; Lineberry, FA; Hoke, FA; Kleiner, BT3; Colepaugh, BT3; Buechler, FA. 2nd ROW: Mellor, BT3; Brownie, BT3; O'Brien, BT2; Brown, BT1; ENS Allemang; Dye, BT1; MacDougall, BT2; Taipp, BT3; Errico, BT3; Lyke, BT3. 3rd ROW: Nickerson, BT3; Youngblood, FN; Lewis, FA; Baldwin, FN; Crawford, FA; Moser, BT3; Carroll, BT3; Sisko, FN; Sarafin, BT3; Gordon, FN; Troyan, BT3; Paden, BTFN; Lindsey, BTFN; Hall, FA; Stewart, BTFN; Ashley, BT3; Heskett, FN.





FRONT ROW (l to r): Bateman, FN; Krokus, FA; Camden, BT3; Vitale, FN; Windham, BTFN; Palmer, FA; Oakes, BT3; Labiento, BTFN; Scarafiotta, BTFN; Kock, FN; Andrews, FA; Jackson, FN; Grooms, FA. 2nd ROW: Vendetta, BTFN; Goldstein, BT3; Grimes, BT3; Stevens, BT3; Owen, FN; Fidler, BT3; Flanagan, BTC; Mestas, BT2; Bell, BT2; Staffin, BT2; Johnson, BT3; Johnson, BT1; Wiltshire, BT3. 3rd ROW: Exford, FN; Carr, BT3; Wolf, BTFN; Brubnke, FA; Leitner, BTFN; Milachek, BT2; Hewett, BTFN; Jackson, BTFA; Stewart, FN; Shorey, FA; Winslow, BT3; Young, BT3; Hocking, BT2; J. O. Lange, FN; Hetrick, FN; Jacobs, BT3.

B

FRONT ROW (l to r): Maillet, FA; Hirsch, FA; Keenan, BT3; Bassett, BTFN; Davis, FN. 2nd ROW: Bailey, BT2; Whipple, BT1; Crabtree, BT1; Harned, BTC; LTJG Suriano; Black, BTC; Brinkley, BTC; Dunn, BT2; Whitaker, BT1; Hickman, BT2. 3rd ROW: Stewart, FN; Boulet, FA; Deo, BTFN; Tomlinson, BT3; Hammonds, BTFN; Kirst, BT3; Hamm, FA; Toth, FA; Mangels, BTFN; Zuidema, FN; Tritt, FN; O'Connor, FA.



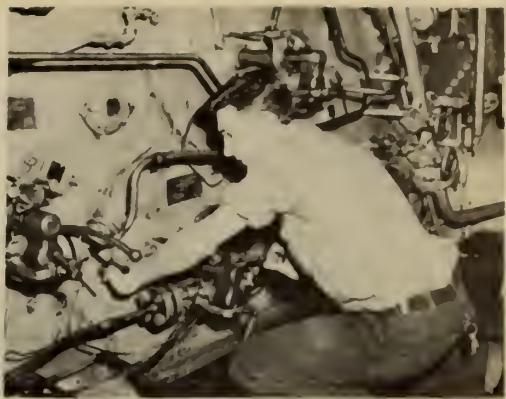


FRONT ROW (l to r): Murphy, EM3; Misco, EM3; Edwards, EM3; Warrington, EM3; Jacobson, FA; Williams, FA; Hammack, EM3; Bailey, EM3; Peck, EM3. 2nd ROW: Carr, EM1; Kelley, IC1; Smith, EM1; Root, EM1; ENS Zerbel; LT Smith; CHELEC Burns; Regan, EM1; Freeman, EM2; Thomas, EM2. 3rd ROW: Mathieson, FN; Gildard, IC3; Decoursey, IC3; Hartung, EM3; Skelly, FA; Johnson, EM3; Albert, EMFN; Star, ICFN.

E

FRONT ROW (l to r): Schatzel, EMFN; Duke, EMFN; Berry, IC3; Lewis, EM3; Tuchenhagen, EM3; Chapasko, FN; Ferrara, EM3; Beatty, EMFN; Finrock, EM3; Mendonca, EMFN. 2nd ROW: Walsh, FN; Miller, EM2; Harrington, IC2; Cooper, EM1; Miller, EMC; LT Smith; Kingsbury, ICC; Machala, EM1; Kosik, EM2; Reeves, EM2; Bernd, EM2; Schaffer, IC2. 3rd ROW: Froutz, EM2; Switzer, EM3; Herring, FN; Perry, FN; Neilson, FN; Cecchini, FN; Verchereau, EMFN; Liberty, FA; Cavanaugh, IC3; Frey, EM2; Bridgeman, EMFN; Schwartzlow, FN; Hernandez, IC3; Gentry, ICFN; Woll, EM3.





(Above) Cutting in a burner.
(Left) New Chief, Diario, gets cap from Cdr. Small.



(Left) Central Control keeping tabs on the repair parties during General Quarters drill.



White collar workers



Cigar-smoking, do-it-yourself fan



FRONT ROW (l to r): Baird, IC1; La Branche, EM3; Shagogue, IC2; Smoot, EM3; Milligan, EM2; Collins, EM2; McLaughlin, FA; Yarter, EM2; Butcher, EM2; McPherson, IC3; Harper, IC2; Abele, IC2; Gardner, IC3; Hoebee, FN. 2nd ROW: Dorrer, EM3; Sekelsky, EM1; Branson, EM1; Gower, EM1; Cabaday, EMC; ENS Zerbel; McDaniels, EM1; Bogen, EM1; Gillece, EM1; Angelo, IC3; Gorman, FA; Larson, IC3. 3rd ROW: Sharkey, EM3; Wall, EM3; Jelinek, EM3; O'Hara, FA; Manthey, FN; Harris, EM2; Reed, EM3; Brown, EM3; Petroski, FA; Fietkiewicz, EM3; Hare, EM2; Buell, FN; Riess, EM2; Filippelli, IC3; McArdle, FN; Sumption, EM3; Burkinshaw, FN; Hinson, FN.

E

FRONT ROW (l to r): Maidment, IC3; Black, IC2; La Marche, FN; Rawlings, EM3; Costello, FN; Neuman, IC3; Cottier, EM3; Chapman, EM3; Reese, IC3; Lochner, FA. 2nd ROW: James, EM2; Novak, EM2; Forrester, EM1; O'Dell, IC2; Weatherford, EM2; Dobbins, EMC; CHELEC Burns; Fuller, EM1; Dean, EM1; Cornelius, EM2; Beljanski, EM2; Morey, EM3. 3rd ROW: Iffland, EMFN; Roberts, FN; McKeon, IC3; Conklin, FN; Decueninck, FN; Hagen, EM3; Shanks, FN; Underwood, FA; Schoonover, FA; Maas, FN; Davis, IC3; Schneider, EM2; Hurley, FA; Massey, EM3; Campbell, IC3; Paul, EM3; Mickiewicz, IC3; Whelan, IC2; McIntyre, IC2; Lanier, EM3.





FRONT ROW (l to r): Theibotot, FN; Picciano, MM3; Cox, FA; Robel, FA; Cuning, MMFA; Crippin, FN; Wallis, FN; McGuire, FA. 2nd ROW: Osorio, FA; Bermel, FN; Belcher, MM3; LT Rockwell; Disotell, MMC; Alexander, FA; Taylor, FA; Devine, FA; Munday, FA; Popper, MM2. 3rd ROW: Jackson, FA; Adkins, FN; Sullivan, FN; Day, MM3; Clarke, FN; Higginbotham, FA; Burgess, FA; Johnson, FN; Blaisure, FA; Forcier, MMFN; Ragland, FA.

M

FRONT ROW (l to r): Torgrimson, FN; Saladino, FN; Rosado, FA; Torres, FN. 2nd ROW: Polasky, MM3; Kemp, MM3; Frum, MM2; Ellisor, MM1; Cardinal, MM1; Healy, MMC; Riggs, MM1; Price, MM1; White, MM1; Williams, MM3; Crickmore, MM3. 3rd ROW: Wheeler, FA; Johns, FN; Anderson, MM3; Garvin, MM3; Hearth, MMFN; Naleson, FN; Bohn, MMFN; Palmer, MM3; Peattie, FN; Isaacs, FA; Gallion, FA; Futrell, FA; Singleton, FN; Lemaire, MMFN; Hagan, FN.





FRONT ROW (l to r): Marotto, FN; Steis, FN; Gondreau, FN; Burkey, FN. 2nd ROW: MacDonald, FA; Derrera, FN; Lovett, MM3; Tate, MM1; ENS Catoe; Healey, MM1; Ellis, MML3; Jones, FA. 3rd ROW: Carey, FN; Rupp, FA; Hanson, FN; Holder, FN; Brosi, FN; Jones, FA.

M

FRONT ROW (l to r): Sciutto, FN; Hunter, FA; Dugger, FN; Johnson, FN; Straface, FA; Wilkinson, MM2; Woodlief, FN; Crews, MM3; Moody, MM3; Matthews, FN; Fager, MM3. 2nd ROW: Vaughn, MM1; Ault, MM2; Burger, MM3; Eaves, MM3; Schoenfeld, MR3; Grassel, MM1; Ringer, MM3; Jones, MM3; Beaudoin, MM3; Johnston, MM2. 3rd ROW: Cole, MMFN; Jones, FN; Berry, FN; Pongracz, MMFN; Ford, FN; Curry, FN; Wilson, MM3; Chireau, MM3; Cline, FN; Rapaport, FA; Hespe, MM3; Hockfield, FA; Dunn, FN; Shapiro, FN; Bauer, MM3; Bazelka, MM2.





(l to r): McLain, FA; Myers, FA; Cross, FN; Maxwell, FN; Stroud, FP2; Cain, DC2; LTJG Kidd; Thompson, FP2; Chick, FP2; Holcomb, FN; Bodmer, FN; Bremm, ME3.

R

FRONT ROW (l to r): Murphy, FN; Rawls, DC2; Phillips, DC2; Holmes, DC3; Hoyle, DC2; Fulk, DC3; Burch, DC2; Melton, FN; Hall, FN. 2nd ROW: Christoffersen, DC2; English, DC1; Hall, DC1; Petit, DC1; CHSHIPREPTech Smith; Lindsey, DCC; Bryant, DC1; Denny, DC1; Vandal, DC2; Latimore, DC2. 3rd ROW: Ives, DC2; Phillips, DC2; Absher, FA; Atkins, FN; Moore, FN; Hafner, FN; Gable, DC3; Stiernagle, FN; Pfarr, FA; Lipton, FN; White, FA; Mazzarietto, FN; Duckworth, DC2; Sawyer, FN; Larsen, DC2; Gamache, DC2.





FRONT ROW (l to r): Allrutz, ME3; Crawford, FN; Martin, ME3; Christian, ME3; Walker, FA; Hupp, FN; Clarkson, FN; Morell, FN. 2nd ROW: Sammons, ME2; Greim, ME2; LTJG Kidd; SHIPRETECH Frazee; Southerland, MEC; Franklin, ME1; Wilson, ME2; Hellams, ME2; Lilly, ME2; Schaffer, ME3. 3rd ROW: Bergeron, ME3; Wright, FA; Linde, FN; Davis, ME3; Anyder, ME3; Spoonemore, FA; Rogers, FA; Blackburn, FN; Negrelli, ME3.

R

FRONT ROW (l to r): Haight, FN; Thiac, FN; Peterson, FA; Sprinkle, FN; Maske, FN; Glover, FP3; Emmi, FP3; Dunston, FP3; Mansfield, FN. 2nd ROW: Peelish, FP2; Deyoung, FP2; Northington, FP1; SHIPRETECH Frazee; Southerland, MEC; Rhodes, FP1; Vissering, FP2; Gregory, FP2; Greer, FP3; Kelley, FP3. 3rd ROW: Boyd, FA; Goocher, FA; Michalowski, FN; Hennessey, FP3; Messman, FN; Zeitler, FN; Woodruff, FN; Miller, FN; Sandoval, FN.



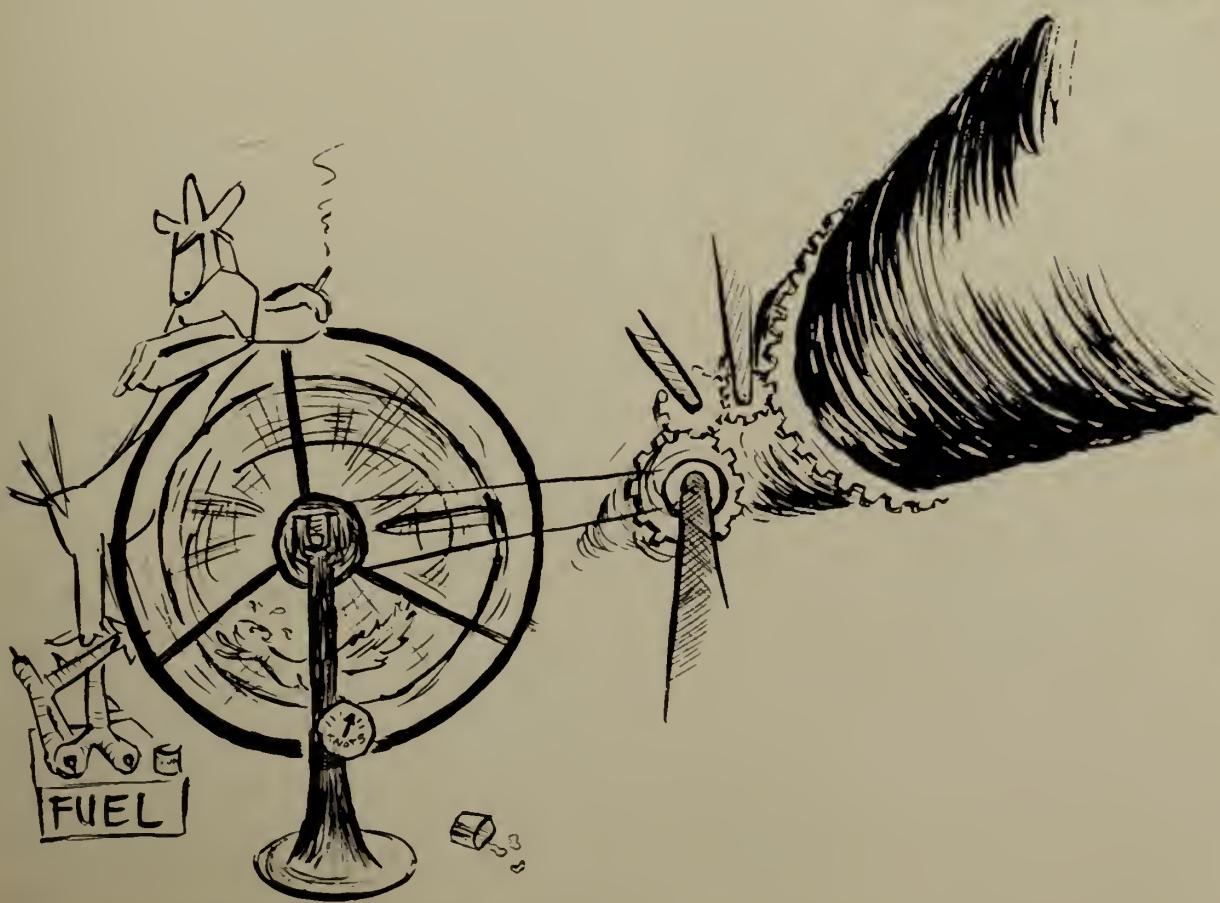


A play-pen for Big Red



Metalsmith shop

Christmas rooster



Gunnery

From firing the big five-inchers to insuring that SARA is "shipshape," the Gunnery Department is kept on the move.

The 1st, 2nd, 3rd, and 4th Divisions are apt at the Navy's oldest art—seamanship. The problems of ship's cleanliness and handling the anchors, fueling and replenishing, rigging gangways, manning boats, operating boat booms, assisting in mooring—these are part of the tasks of the deck divisions.

Fifth Division's well-trained crews handle 5" battery operations, vital to protecting SARA from air attack.

"Keeping watch" over the ship's armories and magazines is the job of the 6th Division, which must be constantly on the alert to insure that all safety precautions are observed in ammunition and powder storage spaces.

The 7th Division is SARATOGA's Marine Detachment. The many complicated problems involved in firing at rapidly moving aircraft are quickly solved by the men of "F" Division — SARA's Fire Controlmen. They man and operate equipment which includes rangefinders, computers, fire control radar, and director switchboards.

The assembly of special weapons falls to "W" Division — the SWULANT lads, who seem to do most of their work behind guarded partitions in the hangar bays.



COMMANDER GEORGE L. BLOCK, USN
GUNNERY OFFICER

Commander Block, born in Davenport, Iowa, graduated from the U.S. Naval Academy in 1940, and attained his present rank in 1951.

He first served aboard the USS ENTERPRISE working in communications and gunnery. When World War II ended, he was serving as Gunnery Officer on the USS Langley. Following the war, he served aboard the carrier USS KEARSARGE. Later, he was Officer-in-Charge, Naval and Marine Corps Reserve Training Centers, Madison and LaCross, Wisconsin.

During Korea, Commander Block served aboard the USS NEW JERSEY, and later commanded the destroyer WATTS.

Prior to reporting aboard SARATOGA, Commander Block was on the staff of Supreme Allied Commander, U. S. Atlantic Fleet.

He is the holder of the Bronze Star with Combat "V", the Presidential Unit Citation and the Navy Unit Commendation.

Commander Block, his wife and three children reside in Norfolk, Virginia.

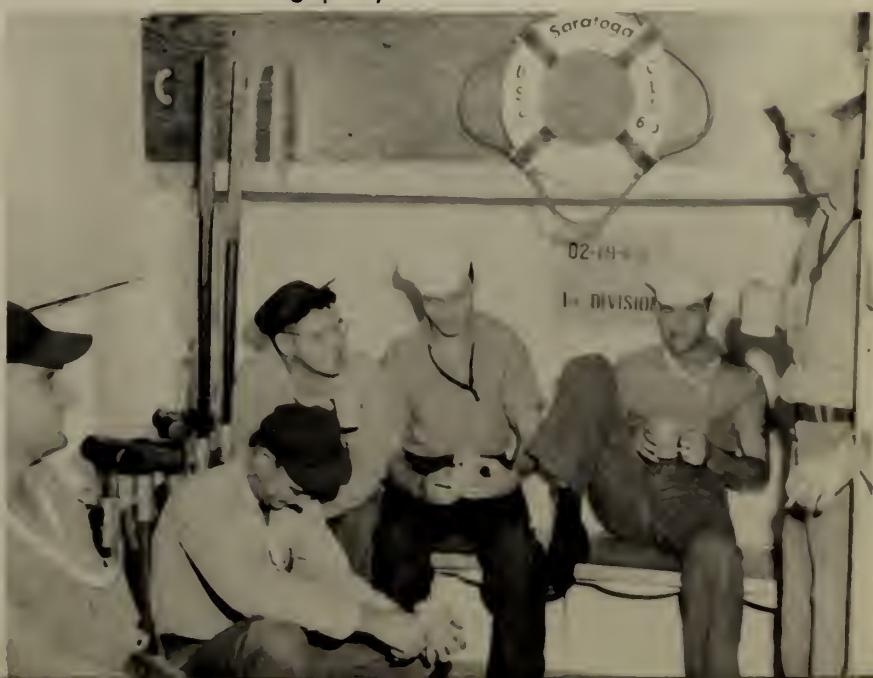


1st
FRONT ROW (l to r): Tillitson, SA; Vogelsang, SN; Whitehair, SN; McAndrew, SN; Barrera, SN; Ruperto, SN; Rossiter, FA; Fryar, SN. 2nd ROW: Tevault, SN; McKenzie, BM3; Fendley, BM3; Van Deren, BM3; Watkins, BM2; Wortham, BM1; LTJG Signor; Ziegler, BM1; McMasters, BM2; Stevenson, BM3; Booth, SN; Izzo, SN. 3rd ROW: Poebles, SA; Carson, SA; Porter, SN; Curtis, SA; Wedeles, SN; Rhodes, SA; Fraze, SA; Bassler, SN; Childers, SA; Blum, SN; Leraan, SA; Steadman, SN; Davis, SA; Dial, SA; Waters, SN; Miklica, SA; Caricato, SA; Lynch, SN; Anderson, SN; Watkins, FA.

special anchor detail



First Division working party





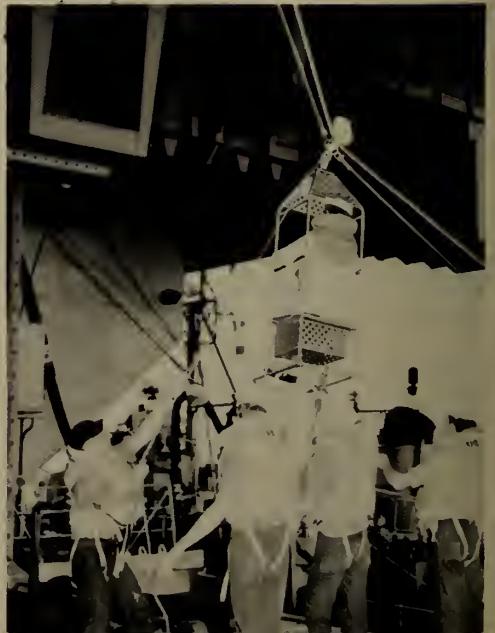
FRONT ROW (l to r): Diotte, SA; Sickles, SA; Hubener, SN; Roman, SA; Brown, SN; Arms, SN; McNally, SA; Lynch, SN; Wright, SN; Windsor, SN. 2nd ROW: Bosley, SA; Rosser, SN; Burke, BM3; Anderson, BM2; Evans, BM2; O'Donnell, BMC; ENS Crossman; CHBOSN Angeroth; Saucier, BM1; Blanchette, BM2; McSweeney, BM3; Page, BM3. 3rd ROW: Wagemann, SN; Smith, SA; Delimater, SN; Martinez, SN; Clum, SN; Fazio, SN; Arms, SA; Moroney, SA; Proveaux, SA; Long, SN; Burgess, SN; Phillips, SA; Johnson, SN; Williams, SN; Washburn, SN; Hester, AN.

1st

Dropping the hook



High-line drill





FRONT ROW (l to r): Gerving, SA; Fernaindez, SA; Feiler, SA; Harper, SA; Smith, SN; Walker, SN; Pugh, SN; Bentley, SA; Lewis, SA; Clark, SA; Jenkins, SA. 2nd ROW: Frederick, SA; Odom, SN; Critzer, BM2; Kane, BM2; King, BM1; LT Barto; Fisher, BM2; Wallace, BM3; Weidner, BM2; Morgan, BM3; Wilkins, SN. 3rd ROW: Clark, SA; Willman, SA; Kline, SA; Blake, SA; Banning, SA; Fuller, SA; Baken, SA; Summers, SA; Warren, SA; Close, SA; Stevens, SA; Beard, SA; W'ronecki, SA; Emberton, SA; McKinney, SA; Stegall, SA; Maurer, SA.

2nd

FRONT ROW (l to r): Rodriguez, SA; Hanslin, SA; Markiewicz, SN; Evans, SN; Vermilye, SN; Sellito, SA; Emory, SN; Gambardella, SN; Humiston, SN; Brim, SA; Seispotowski, SA. 2nd ROW: Harper, BM3; Logan, BM3; Luna, BM2; Cooke, BM3; Heine, BM1; ENS Pope; Cusick, BM1; Wuertenberg, BM3; Ozieozic, SK3. 3rd ROW: Lutz, SA; Brown, SN; Jones, SA; Riggio, SA; Lewis, SN; Tomai, SA; Jordan, SA; Lyons, SN; Quinn, SA; Smith, SA; Auls, SA; Crump, SA; Dorrell, SA; Brooks, SA; Stegall, SA; Rosenberger, SA; McCurdy, SA; Rhodes, SN; Green, SA; Blackley, SA.





3rd

FRONT ROW (l to r): Scheingold, SA; Lacy, SN; Merritt, SA; Gibson, SA; Sifford, SA; Scarberry, SA; Vince, SN; Cale, SN; Goldnick, SA. 2nd ROW: Wolfe, SN; Morris, BM3; Gray, BM3; Montgomery, BM3; Ladd, BM1; LTJG McPhail; ENS Rodgers; Clifton, BMC; Sites, BM1; Rafferty, BM3; Wytcherley, BM3; Shearer, SN. 3rd ROW: Levin, SN; Martinez, SA; Mallett, SN; Gomez, SN; Rebman, SN; Haney, SA; Distrola, SA; Stegall, SN; Forney, SN; McCaskill, SN; Hendren, SN; Hickey, SA; Webb, SN; Woodward, SA; Hudgins, SA; Heaco, SN; Foster, SN; Leffew, SN.

Refueling the USS Rooks



Readyng the boat booms





3rd
FIRST ROW (l to r): Knox, SN; Duda, SN; Palozola, SA; White, SA; Dieffenback, SN; Pantone, SA; Strack, SN; Wiekman, SN; Eller, SN; Sullivan, SN. 2nd ROW: Soliday, SA; Hammond, SN; Hart, BM3; Kolk, BM3; Ambler, YN3; ENS Rodgers; Spurrell, BM1; Tandy, BM2; Stewart, BM3; Lowry, BM3; Bishop, BM3; Carroll, SN. 3rd ROW: Mooney, SN; Wiggins, SN; Feu, SA; Donald, SA; Crittenden, SA; Lyons, SA; Lee, SN; Gregor, SN; Yeary, SN; Winchell, SN; Webster, SA; Holmes, SA; Spencer, SA; Oddo, SA; Valentine, SA; Yost, SA.

Artists at work



In memorium . . .





FRONT ROW (l to r): Madden, SA; Osborne, SA; Isom, SA; Rivord, SA; Schroeder, SN; Plows, SN; Nilsen, SA; Schaffner, SN; Rasmussen, SN; Snow, SA. 2nd ROW: Telken, BM3; Ross, BM2; Rimmele, BM3; Harding, BM3; Forrester, BM1; Dixon, BM1; LT Gorman; Lemay, BM2; Cook, BM3; Adams, BM3; Canestra, BM3; Lloyd, SA. 3rd ROW: Albright, SN; Walsh, SN; Brooks, SA; Stabinsky, SA; Perry, SN; Moses, SA; Melton, SA; Prime, SN; Leshon, SN; Botterbusch, SA; Sinks, SA; Moore, SA; Mixon, SA; Simms, SA; Geisel, SN; Miller, SN; Norris, SN; Barnes, SN,

4th

FRONT ROW (l to r): Collett, SA; Jackson, SA; Vigar, SN; Evers, SN; Lapointe, SN; Heri, SN; Smith, SN; Boscarino, SA; Eshman, SA; Peart, SA. 2nd ROW: Davis, SN; Curroa, SN; Pool, BM3; Sharpe, BM2; Branton, BM2; ENS Lighton; Smith, BM1; Jarrett, BM3; Cornell, BM3; Thomas, BM3. 3rd ROW: Neff, SN; Lowe, SA; Goodrich, SA; Robertson, SA; Beller, SA; Diana, SA; Floyd, SA; Workman, SA; Hayden, SN; Chenoweth, SA; Nieforth, SA; Johnson, SN; Martin, SN; Vance, SN; Cantrell, SA; Arcand, SA; Smith, SA; Wilson, SA; Matthews, SA; Breauit, SA.





FRONT ROW (l to r): Wellman, SN; Eakins, SN; King, SA; Morgan, SA; Habben, SN; Neal, GM3; Johnston, SN. 2nd ROW: Parsons, GM3; Gonzales, GM2; Willi, GM1; Cooke, GMC; ENS Sherk; Moppin, GM1; Epperson, GM3; Holland, GM3; Rollins, GM3. 3rd ROW: Tumlin, SA; Sanford, SA; Morris, SA; Taylor, SA; Daniels, SA; Derr, SA; Swarthout, SA; Rohanna, SA; Randall, SN.

5th

FRONT ROW (l to r): Kmetz, SA; Brandon, GM3; Siler, GM3; Wencl, SN. 2nd ROW: Nickle, SN; Wencl, SN; Lacey, GM1; Henry, GMC; LTJG Babcock; Clark, GM1; Brown, GM1; Pratt, SN; Demars, GM3. 3rd ROW: Bradley, GM3; Floyd, SN; Siess, SN; Kruse, GM3; Blatnik, GM2; Wesley, SN; Stearns, SN; Shafer, GM3; Charlton, GM2; Doerler, GM3; Corvi, SN.





FRONT ROW (l to r): Chandler, SN; Terry, SA; Gould, SN; Hunt, SN; Marsyada, SN; Vollmer, SA; Webb, SN; Tokach, SN; Sellers, SN. 2nd ROW: Lobrenz, SN; Huss, GM3; Supek, YN2; Pipa, GM2; LTJG Granger; LT Carter; Kavanagh, GMI; Bryce, GM2; Brown, GM2; Stelmack, GM3. 3rd ROW: Thomas, SA; McCloud, SA; Miller, SN; Purnell, SN; Mullens, SA; Boyd, SA; Choppa, SN; Whitehead, SN; House, SN; Bissonnette, SN; Fargraf, SN.

6th

FRONT ROW (l to r)2 Dean, SN; Radtke, GM3; Koller, GM3; Siegerdt, GM2; Flora, YN1; Cole, GMC; LT Carter; CHSUROROTECH Deibner; Schnell, GM1; Digilio, YN2; Gibson, GM3; Coward, SN. BACK ROW: Gue, SA; Lanieri, SN; Laytart, SN; Bailey, SA; Zarowsky, SN; Weber, SN; Taylor, SN; Edwards, SA; Kruger, SA; Blasingame, SN; Kacprazak, SN; Wyant, SN; Canfield, SA; Sabo, SN; Evans, SA.





FRONT ROW (l to r): Bonnin, FT3; Force, FT2; Maslo, FTC; CHORDCONTECH Fields; LT Deacon; ENS Brandel; Hornsby, FTC; Thomas, FT1; McIntosh, FT2; Black, FT2. BACK ROW: Griep, SN; Furbish, FT3; Baird, SN; Schuler, FT2; Godissart, SN; Tagge, SN; Krovisky, FT3; Erisman, SN; Cummings, SA; Leach, SN; Sour, FT3; Fatula, FT3; Zellin, FT3; Harvey, SN; Occhipinti, SN.

F

FRONT ROW (l to r): Roberts, FT3; Gomez, FT2; Tomko, FT2; Cabill, FTC; LT Deacon; Woodall, FT1; Yelavich, FT2; Love, FT2; Mack, FT3. BACK ROW: Purdy, SN; Bedard, SN; Giemont, SN; Case, SA; Blais, FT3; Danes, FT3; Reynolds, FTSN; Longo, SA; Martellotta, SN; Phelps, SN; Allen, SN; Wieseann, SA.





FRONT ROW (l to r): Pfc. Johnson; Pfc. Lambert; Pfc. Gimblet; Pfc. Boss; Pfc. Melanson; Pvt. Gallien; Pvt. Ferguson; Pvt. Jones; Pfc. Voyer; Pfc. Mutka; Pfc. D'Amato. 2nd ROW: Pfc. Bacon; Cpl. Coon; Cpl. Mathews; Cpl. Doerr; CAPT Quinn; M/Sgt. Johnson; Sgt. Schaffer; Cpl. Warner; Pfc. Perkowski; Pfc. Gambol; Pvt. Segreve; Pfc. Thowless. 3rd ROW: Pfc. Halloran; Pfc. Hiller; Pfc. Weissinger; Pfc. McNamara; Pfc. Yasvin; Pvt. Wade; Pfc. Brinkley; Pfc. Miko; Pfc. Moiser; Pfc. Dube; Pfc. Zurawski; Pfc. Saffron; Pfc. Metzger. 4th ROW: Pvt. Downing; Pvt. Soldo; Pfc. Johnson.

7th

Shipping-over picture



1st Lt. Fortune inspects





FRONT ROW (l to r): Pfc. Tustim; Pfc. Pochron; Pfc. Gross; Pfc. Steiner; Pfc. Gypin; Pfc. Kennedy; Pfc. Jobson; Pfc. Sobrano; Pfc. Hunter. 2nd ROW: Cpl. Moody; Cpl. Flowers; Sgt. Lance; 1stLT Fortune; S. Sgt. Ferriter; Cpl. Kelley; Cpl. Bryant; Cpl. Rapoza; Cpl. Schreiner; Pfc. Dickerson. 3rd ROW: Pfc. Atkinson; Pvt. Corvello; Pfc. Elbe; Pfc. Travers; Pfc. Couture; Pfc. Wright; Pfc. Lear; Pfc. Purdy; Pfc. Hawley; Pfc. Hagler; Pfc. Nemits; Pfc. Falta. 4th ROW: Pfc. MacDonald; Pfc. Mitchell; Pfc. Moseman; Pfc. Burk.



Change-of-command inspection



"Only when I laugh, Cap'n."





FRONT ROW (l to r): Dutton, EM1; Joy, AOC; ENS Regan; LTJG Alles; LCDR Henri; LTJG Pixley; Scriber, EMC; Paupore, GM1; Harrell, AO1. BACK ROW: Margis, SN; Clark, GM2; White, YN1; Ramsden, GM2; Robbins, AO1; Darling, EM1; Medary, AO2; Hambley, GM3; Chesney, ET2; Skipworth, EMFN; Vestal, EM2; Miller, ET1; Hoy, MR2; Weber, ET1.

W

FRONT ROW (l to r): Kuhns, AO1; Slobodny, EMC; Russell, ETC; ENS Burkelman; LTJG Schaefer; LCDR Cupp; ENS Glass; ENS Sundius; Hawkins, AOC; Cook, EMC; Wood, AO1; Malia, EM2. BACK ROW: Grenon, ET2; Bailey, ME2; Johnson, SK1; Rothe, ET2; Battan, GM2; Catron, ET1; Warford, EM1; Guenther, SN; Earp, AO2; Wisniewski, EM3; Isaacs, GM1.





Medical

Boasting the most modern medical department afloat, SARA's doctors and corpsmen can take care of anything (excluding obstetric care) from a "Monday morning head" to a major operation. Twice each day at sick call, the tragically wounded and the just-plain-sick are treated with expert care. And if you require a tonic, the pharmacy will brew up a concoction to meet the occasion. (Any resemblance to APC's is purely coincidental.)

Not only does the medical department care for SARA's crew, but also for the men of escort ships in need of medical aid unavailable on smaller vessels — as has happened already during shakedown.

Carrying medical equipment found aboard only a few ships, such as an electro-cardiograph machine, the largest x-ray unit on any operational Naval vessel, and the latest eye refracting equipment, "H" Division is ready to meet any emergency. And both of the 43-bed wards of SARA's hospital have a television set for patient recreation!

During General Quarters, corpsmen are stationed throughout the ship at six battle dressing stations and ten decontamination stations, ready, as always, to give instant aid and treatment to injured personnel.



CAPTAIN SIDNEY I. BRODY, MC, USN
MEDICAL OFFICER

Captain Brody, born in Philadelphia, Penn., is a graduate of the University of Pennsylvania, and Hahnemann Medical College, receiving his M.D. in 1941. He was commissioned Lieutenant (j.g.) in the Navy Medical Corps in 1942, and attained his present rank in 1956. He attended the U. S. Naval Medical School and the School of Aviation Medicine. In 1943 he was designated Flight Surgeon.

During World War II he served with various Marine air groups and squadrons as Medical Officer and flight surgeon in the Pacific Theater. He was assigned to flight training in 1946, and was designated Naval Aviator in 1947. To date, he has over 1,500 hours flying time. Later he served as Medical Officer of Carrier Air Group Four.

Dr. Brody, who was Medical Liaison Officer between BuMed and BuAir in Washington, D.C., before coming to SARATOGA holds the Navy Unit Citation, and is a member of the Association of Military Surgeons of the U. S., the American Medical Association, and the Aero Medical Association. He was certified as a specialist in Aviation Medicine by the American Board of Preventive Medicine.

Captain Brody, his wife and three children reside at Chevy Chase, Md.



FRONT ROW (l to r): Yorka, HM3; Deberry, HM2; Houle, SN; Massengill, HM3; Harrison, HM3; Bundrant, HM2; Kubns, HN; Kosloski, HM2; Bee, HM2; Lehman, SA. 2nd ROW: Harris, HM3; Meyer, HM1; Rolf, HM1; Lockett, HM1; McNeil, HMC; LTJG Drake; Williams, HMC; Madden, HM1; McCarter, HM1; Holifield, HM1; Smith, HM2. 3rd ROW: Vines, HM3; Szabo, HM2; Ubl, HM3; Hess, HN; Lita, HM2; Nolte, HM3; Winkler, SN; Morello, HN; Martin, HM2; Zurbrigen, HM2; Tyler, HM2; Handeland, HM2.

Doctor Cohen and sculpture



"... and just a dash of bitters."



Navigation

Cruising in the Caribbean, or steaming up the East River, the navigators are the ones at the helm. Always alert, they keep a continuous and accurate plot of the ship's course and position.

Even in port, the quartermaster's job still goes on. There is the ever present mountain of charts and navigational publications waiting to be brought up to date.

Another of Navigation's functions is the training of deck watch officers, and preparation of the infamous "Training Course for Junior Officers," which has kept more than one fledgling officer up until the wee small hours of the morning.

Rendering the honors and ceremonies due to visiting dignitaries is Navigation's responsibility. The quartermasters keep on hand the flags and pennants of all services and nations, as well as those of civilian and foreign officials.



COMMANDER CHESTER D. ROGERS, USN
NAVIGATION OFFICER

Commander Rogers, born in Stanley, Kansas, is a graduate of Kansas State Teachers College. He obtained his commission through the Naval Cadet program in 1941, and was advanced to rank of Commander in 1954. He has attended the Naval School for General Line Officers and the Armed Forces Staff College.

Prior to duty aboard the SARATOGA, he served aboard the USS TRENTON and the USS SHELIKOF; at the Naval Air Station, Miami, Florida, and the Naval Air Station, Annapolis, Maryland; and with Patrol Squadron No. 26 as Executive Officer. He has also served with Advanced Training Unit 601, Hutchinson, Kansas.

Commander Rogers, his wife and two children, reside at Fresh Meadows, L. I., New York.





FRONT ROW (l to r): Lascelle, QMSN; Boswell, SN; LT Crawfora; CDR Rogers; Sawaniewski, QMC; Porter, QM1. 2nd ROW: Cooper, SN; Carlson, QMSN; Frasier, QM2; Bradford, SN. 3rd ROW: Nozzarella, SN; LaBranche, QM2; Morris, QM2; Daniels, QM2; Butler, QM3; Rees, QM3; Myers, QM2; Werner, YN2; Thompson, YN3. 4th ROW: Jones, QM2; Lockwood, SN; Lockhart, QM3; Ashmore, SN; Cates, QMSN; Lewis, QM1; Tarsi, QM3.

Judy McCrocklin at the helm

N

Chart house





Operations

Many and varied are the technical divisions which make up the Operations Department—the nerve center of a fighting ship. The OA Division, SARA's weathermen, is responsible for forecasts covering vast sea and land areas. The scope of all flight operations is decided largely on the basis of their accurate predictions.

OI Division mans the Combat Information Center and Air Plot, keeping command accurately informed in the matters of combat and tactical information. Collection and evaluation of information from radar, visual observations, "op" orders, and tactical publications, keep CIC humming 24 hours a day. Their work includes the charting of ships sharing the sea lanes with us, as well as keeping track of our aircraft.

The job of receiving and transmitting all radio and teletype communications falls to OR Division. OP Division records on film all official happenings—VIP visits to air operations. Photo squadron assignments and aerial photography are part of their overall function of Air Intelligence.

From signal flags to semaphore, all forms of visual communication are the charge of the OS Division's signalmen.

The men of OE Division are the highly trained electronics technicians who have the important job of keeping the ship's complex electronic gear running at top efficiency.



COMMANDER RAYMOND E. MOORE, USN
OPERATIONS OFFICER

Commander Moore, born in Atlanta, Georgia, graduated from Georgia Tech in 1939. He received his aviation wings in 1940 and was advanced to the rank of Commander in 1951.

Prior to being assigned to SARATOGA, he served as Commanding Officer of the Naval Air Station, Birmingham, Alabama. Previously he had served aboard the USS ST. LOUIS, and was Executive Officer and Commanding Officer of Bombing Squadron TWENTY, attached to the USS LEXINGTON, and later to the USS ENTERPRISE. He has also served as Commanding Officer of Anti-Submarine Squadron THIRTY-ONE.

He is the holder of the Navy Cross, the Distinguished Flying Cross, the Air Medal, a Presidential Unit Citation, and a Navy Unit Citation.

His wife and two children reside at Atlanta, Georgia.





FRONT ROW (l to r): Wimmer, AGAN; Ainslie, AG3; Nemcosky, AG1; Boucher, AGC; LT Reider; Zahoranacky, AG2; Deutsch, AN; Folek, AG2; Mikulski, AG3; 2nd ROW: White, AG3; Ehrhard, AG3; Moment, AN; Friel, AG3; Clegg, AG3; Powers, AN; Mangan, AG3; Matlack, AG2; Ercole, AG3.

OA

Division celebrity at work



Launching weather balloon





FRONT ROW (l to r): Long, RD3; Buckworth, SN; Belval, SN; Tracy, SA; Schetter, RD3; Morris, SN; Russo, SN; Aube, SN; Fryer, SA; Flory, SN; Taggart, AN; Branson, SN. 2nd ROW: Goldman, RD3; Brickner, RD3; Stuart, RD3; Lafonte, RD3; Eller, RD2; Warlikowski, RDC; LTJG Bradbury; Williams, RD1; Langenwalter, RD2; Cerami, RD3; Tolson, RD3; Milligan, RD3. 3rd ROW: Morrow, SN; Patrick, SN; Reed, SA; Haber, SN; Phelps, SN; Slaughter, SN; Ricks, RD3; Crowder, SA; Willis, SN; Dragoivts, RD3; Asbell, SN; Delk, SA; Wood, RD3; Castner, SN.

09



Surface lookouts. (Right) Plotting Ambrose Channel navigation.





FRONT ROW (l to r): Hay, RD3; Hummel, YN3; Faust, SN; Melnick, RDSN; Cantelmo, RD3; Myers, SN; Sobek, RD3; Snyder, RD3. 2nd ROW: Petty, RD3; Van Moppes, RD1; LTJG Bradbury; LT Vollmer; CDR Stanley; LT Miller; Holland, RDC; Finegan, RD2; Reisert, RD3. 3rd ROW: Wassel, SN; Lee, AN; Minor, AB3; Rosemeyer, AN; Fikes, SN; Miller, RDSN; Douglas, SN; Moreau, SN; Perrault, SN; Santora, SN.

OJ

FRONT ROW (l to r): Torrey, RD1; Warlikowski, RDC; ENS Hayden, LTJG Brown; LT Blaschka; LT Blizzard; LT Warwick; ENS Bryant; Bremer, RD2. BACK ROW: Tully, RD3; Synczyszyn, SN; Johnston, AC2; Leonard, SN; Savas, SN; Beckwith, SN; Allen, SA; Golder, RD3; Shaban, SA; Mallory, RD3; Kosbau, SA; Adams, SN; Snively, SN.





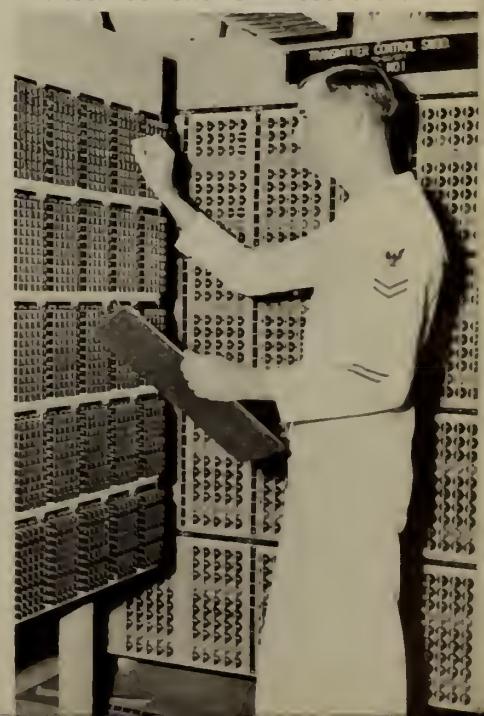
OK

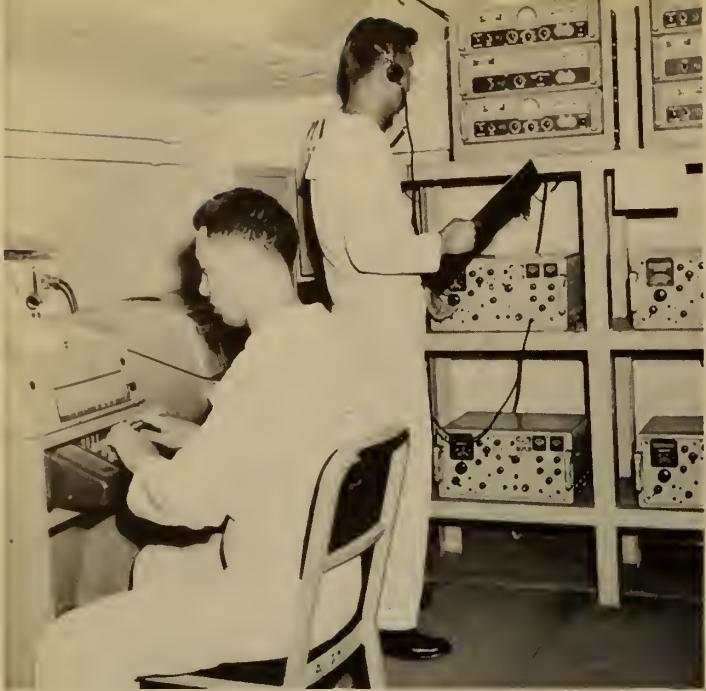
FRONT ROW (l to r): Vaughan, TESN; Jeffers, TE3; Santoro, TE3; Baeder, RMSN; Kresse, RMSN; Grant, RMSN; Lent, RMSN. 2nd ROW: Graham, RM1; Pringnitz, TE1; Scales, RM1; Chierici, TE1; LTJG Fowkes; LTJG Smyth; CDR DeBord; LTJG Mercer; Brinkley, RMC; Tolliver, TE1; Giroux, TE2; Kolodziejczyk, RM3. 3rd ROW: Paulison, RMSN; Ferguson, SN; Bunce, TE3; Tetreault, TE3; Walsh, RMSN; Arragon, TESN; Allen, RM3; Fritz, TE3; Baker, RM2; Capadano, RM3; Muccio, RM3; Russek, RM3; Derock, RM3; Crowley, TE3; Roberts, TE2; Collins, RM2; Cooley, RM3.

Heavy traffic in Radio Central



"Must be one of these . . ."





"Dear Mister Cinclant"



Mail Call

Combat Photographer at After Air Defense



LCDR Sudduth and friend

"There must be an easier way . . ."





OS
FRONT ROW (l to r): Gillis, SM3; Hall, SA; Beers, SM1; Raduns, SMC; ENS Warren; Fowler, SM1; Poffenberger, SN; Reth, SN. BACK ROW: Fairbanks, SM3; Golock, SN; Garber, SN; Hodo, SN; Sande, SN; Brown, SA; Bowe, SM3; Brahe, SN; Turner, SN; Demattia, SA; Thompson, SM3.

Raising the rags



"Ask him if she has a sister."





FRONT ROW (l to r): Stevenson, PH3; Bowen, PH3; Tardio, YN2; Marbut, PH1; PHOT Burton; Robinson, PHC; Maas, PH2; Rau, PH3; Stanley, PH3; Ainslie, PH3.
BACK ROW: Bechle, PHAN; Tanis, SN; Wade, SA; Noble, AN; Price, SA; Tome, AN; Martens, SN; Okler, YNSN; Williams, SA; Ballo, AN; Biddle, SN; Goodman, AN; Smith, YN3; Gulley, SA; Mogil, SA; Johnston, AN; Higdem, PHAN.

Op

"Yes m'am, C-A-M-E-R-A . . .

Air Intelligence Office





FRONT ROW (l to r): Burlingame, ET2; Kaplan, SN; Simons, ET3; Paradiso, ET3; Kitchner, ET3; Russell, ET3; Kramer, SA; Rainey, ET3; Miller, SN; Nitzsche, SN; Caplinger, ET3. 2nd ROW: Lowe, ET1; McGuire, ETC; Thomas, ETC; CHELCTECH Blum; LT McGowan; ENS Kirby; Monthie, ETC; Ward, ET1; Moorcroft, ET1; Jones, ET2; Briscoe, ET2. 3rd ROW: Strachan, ET2; Bates, ETSN; Jones, ET2; Backowski, ET3; Barrigan, ET3; Dube, ET3; Durgee, ET3; Licence, ET2; Cardinal, ET3; Woodberry, SN; Volland, ET3; Luther, SN; Michalsky, SA; Mills, SA; Hallman, SN; Vance, BT3; Barnes, ET3; Seferlis, SA; Donbrowski, ET2.

OE

FRONT ROW (l to r): Barnes, ET3; Seferlis, SA; Kaplan, SN; Paradiso, ET3; Simons, ET3; Kitchener, ET3; Russell, ET3; Kramer, SA; Nitzsche, SN; Caplinger, ET3. 2nd ROW: Burlingame, ET2; Strachan, ET2; Jones, ET2; Lowe, ET1; Thomas, ETC; CHELCTECH Blum; McGuire, ETC; Ward, ET1; Moorcroft, ET1; Briscoe, ET2; Miller, SN. 3rd ROW: Bates, ETSN; Backowski, ET3; Barrigan, ET3; Michalsky, SA; Cardinal, ET3; Licence, ET2; Volland, ET3; Durgee, ET3; Dube, ET3; Mills, SA; Hallman, SN; Vance, BT3; Rainey, ET3; Luther, SN; Donbroski, ET2.



Supply

Furnishing everything from the food you eat to the money you spend is the responsibility of the Supply Department.

S-1 requisitions stores and keeps the ship supplied with necessities ranging from electrical parts to the official forms which keep the ship's administration functioning.

The tremendous job of feeding a crew of 3,500 men falls into the hands of S-2's cooks, bakers, and commissary experts.

S-3 Division is instrumental in bringing the modern conveniences of city life to SARATOGA: they operate and maintain her barber shops, shoe repair shops, laundry and dry cleaning services, tailor shops, ship stores and soda fountains.

The maintenance of SARA's aircraft calls for a mountain of spare parts which S-6's Aviation Storekeepers must provide. To do the job, they keep the equipment on hand to suit every occasion, including replacing an entire jet engine with a "canned" substitute.

S-5's white-jacketed stewards "take charge" and keep SARA's three wardrooms running efficiently.

Twice monthly, when the bos'n pipes "payday for the crew," S-4 Division goes to work passing out the greenbacks. They provide banking service and administer personal allotments, and are equipped to exchange the crew's money for foreign currency should the occasion arise.



COMMANDER LAWRENCE LOVIG, JR., SC, USN
SUPPLY OFFICER

Commander Lovig, born in Brooklyn, New York, graduated from the U. S. Naval Academy in 1939 and reported aboard the USS VINCENNES for duty. He served there in engineering and gunnery until 1941 when he was ordered to the Navy Supply Corps School under instruction.

During World War II, he served as Assistant Supply Officer and Disbursing Officer on the USS NORTH CAROLINA when that ship participated in the initial invasion of Guadalcanal and subsequent sea and air actions. Later in World War II, he served in various duty stations abroad and in the States.

Commander Lovig earned his Masters Degree in Business Administration at Harvard University in 1951 and was assigned to duty in the Office of the Chief of Naval Operations. Prior to coming to SARATO. GA, he served as Assistant Supply Officer at the U. S. Naval Gun Factory, Washington, D. C.

Commander Lovig, his wife and two sons, currently reside in Brooklyn, New York.



FRONT ROW (l to r): Saxon, SN; Gately, SN; Ridz, SN; Green, SA; Whipple, SN; McQueen, SN; Doerr, SK3; Lymburner, SK3. 2nd ROW: Flabiff, SK3; Simons, SK1; Henninger, SKC; LCDR Yearick; LT Caliman; March, SKC; Murray, SKC; Fiskum, SK3; Cormier, SK3; Ross, SK3. 3rd ROW: Pilkauskas, SN; Stockhammer, SN; Warner, SN; Moosebrugger, SN; Byers, SK3; Watkins, SA; Linkus, SA; McCarty, SN; Erob, SN; Maki, SN; Carroll, SK2; Murray, AN; Jones, SN.

S-1

FRONT ROW (l to r): Letze, SKSN; Robinson, SA; Yarnell, SK3; Flores, SK2; Mason, SN; Bailey, SN; Loeffler, SK3; Adkins, SN. 2nd ROW: McGregor, SK3; Tice, SA; Henninger, SKC; LCDR Yearick; LT Caliman; March, SKC; Murray, SKC; Gilroy, SK1; Davenport, SK2; Rigoni, SK3. 3rd ROW: Agard, SKSN; Denny, SA; Triplett, SA; Goad, SA; Dietrich, SN; Vettor, SA; Atherton, SA; Dawson, SN; Fox, SN; Sabino, SN; Bergklin, SN.





FRONT ROW (l to r): Fenton, RMSN; Bohn, SA; Loewenberg, SN; Bastedo, FA; Penny, SN; Russell, FA; Bringsplenty, SA; Harrigan, FA. 2nd ROW: Morris, FA; LaMontagne, AN; Linebarger, AN; Wirth, MM3; CHSUPCLK Vinson; Shaw, ABC; Bergmann, BM1; Grant, BT3; Snyder, SN; Artis, FN. 3rd ROW: Trower, FA; Rice, AN; McKoy, SN; Smith, SA; Farrell, FA; Beck, SA; Hower, SA; Thomsen, SA; Harper, AN; Hoke, FA.

S-2

FRONT ROW (l to r): Price, AN; O'Neill, SN; Rosado, FA; Stubblebine, SA; Caldwell, SA; Runions, SA; Diotte, SA; Creighton, SA; Rickert, SN. 2nd ROW: VanDyke, BTFA; Ray, AA; Thomson, MM3; Chester, MML3; CHSUPCLK Vinson; Shaw, ABC; Ritenour, TE2; Peebles, SA; Cullom, RDSN; Bucshon, SA. 3rd ROW: Frederick, FA; Gillespie, FA; Vyuerberg, AN; Corrao, FA; McMahdn, AN; Liberty, FA; Swift, SN; Scheller, FN; Salines, SN; Crudele, SN; DuBuque, SN.





S-2

FRONT ROW (l to r): Husk, CS3; Navarra, SK1; Jewell, SN; Cauthen, SN; O'Hara, SN; Ludwig, SN; Watts, CS3; Bronson, CS3; Korkes, AN. 2nd ROW: Payne, CS3; Browning, CS3; Davenport, CS3; CHSUPCLK Vinson; CDR Lovig; Reid, CSC; Varcapipone, CS1; Delaney, CS2; Johnson, CS3. 3rd ROW: Morrill, CS2; Nagel, CS3; Wisby, CS3; Smith, SN; Rankin, CS3; Kaczanowski, CS3; Bledsoe, CS2; McCrary, CS1; Doherty, CS2; Cross, CS2; Braxton, CS2; Prior, SK2.

Easy on that salt, Rankin!





FRONT ROW (l to r): Watson, CS1; Harrigan, SN; Ruby, CS3; Miller, CS2; Wright, CS3; Wazcnkewitz, CS3; Sherman, SN; Tofil, CS3; Mitchell, CS3; Stamos, CS3. 2nd ROW: Reardon, SK3; Skyles, CS3; Mezo, CS2; Kent, SN; Wynn, CS1; CHSUPCLK Vinson; Piver, CSC; Franklin, SN; Jaffe, SA; Houston, SK3; Russell, SA. 3rd ROW: Boone, CS3; Storrie, CS3; Green, SA; Ellison, SA; Williams, CS2; DeBellevue, CS2; Faust, CS2; Miles, CS3; Owens, CS3; Klein, CS2; Herrera, CS3; Brown, CS3; Cobb, CS2.

S-2

FRONT ROW (l to r): Sherman, AN; Davis, SA; Bohn, SA; Hayes, SA. 2nd ROW: Starner, AN; Baylor, SN; Grant, BT3; Shaw, ABC; CHSUPCLK Vinson; Bonenfant, ME3; Stockwell, SN; Nozzarella, SN. 3rd ROW: Hines, AA; Howell, FN; Borgerhoff, SN; Archer, SN; Lynch, FA; Swift, SA; Reid, AN; May, FN; Cornelison, SA; Fawley, AA; Childers, SA; LaMontagne, AA; Hower, SA; Thompson, SN; Farrell, FA; Smith, SN; Moore, SN.





FRONT ROW (l to r): Covington, SA; Rubino, SN; Sipple, SA; Williams, SA; Capers, SA; Crawford, SH3; Ramsey, SN; Ciriello, SH3. 2nd ROW: Rhodes, SH3; Yarski, SH2; Renik, SH1; Poortvliet, SH2; LT Veazey; LTJG McCahon; Davis, SH2; Hill, SH3; Healy, SH3. 3rd ROW: Balthazor, SH3; Ulrich, SA; Fallbright, DCG3; Jackson, SN; Jarm, SN; Enz, SA; Sebastian, SN; Idoni, SA; Fisk, SH3; Adams, SA; Dinkins, SA.

S-3

FRONT ROW (l to r): Miller, SA; Alston, SA; Rushing, SA; Craft, SA; Gill, SH3; Hoover, SA; Maddox, SH2; Hanawalt, SH3. 2nd ROW: Stanton, SH1; Turner, SH1; Fox, SH2; Thomas, SK3; LT Veazey, Tisdale, SHC; Ayers, SK1; Hadley, SK2; Rutherford, SH2. 3rd ROW: Buschon, SK3; Lariiere, SN; Poboy, SN; Kegley, SA; Beaver, SK3; Gonzales, SN; Etchinson, SN; McElroy, SH3; Scott, SH3; McNeilly, SA; Williams, SH3; Foreman, SH3; Costello, SA.





S-4

FRONT ROW (l to r): Walter, DK3; Giacin, DK1; Crowder, DKG; ENS McClellan; Cowdrey, DKG; Cina, DK3; Jackson, DK3. BACK ROW: Malabanan, DK2; McCrann, SA; Golden, AN; Rosenbalm, SN; Smith, DK2.

"Nobody leaves till we find that penny!"



Evening meal in the Wardroom





FRONT ROW (l to r): Profeta, SD3; Vega, TN; Igno, TN; Cruz, TN; Manila, SD3; Aquino, TN; Scott, TN; Wynn, TN; Gonzales, SD3; 2nd ROW: Mariano, SD3; Stanton, SD3; Dumla, SD3; Fernandez, SD3; LTJG Randall; Johnson, SD1; Sherman, SD3; Stevenson, SD3; Alexander, SD3; Castro, SD3. 3rd ROW: Robinson, TN; Hall, SD2; Black, SD3; Salazar, SD3; McDonald, TN; Pareles, TN; Coleman, TN; Trapela, TN; Dancy, TN; Burns, TN; Williams, TN; Hall, SD2; Sims, TN; Singleton, TN; Reid, SD3.

S-5

FRONT ROW (l to r); Owens, TN; Taylor, SD3; Scott, TN; Harris, TN; Delfin, SD3; Bailey, TN; Tiamanglo, SD1. 2nd ROW: Sims, SD3; Jones, TN; Riley, SD1; Mingo, SD1; LTJG Randall; McCargo, SD1; McCoy, SD1; Lagarejos, TN; Castro, SD2; Gastilo, SD3. 3rd ROW: Reyes, TN; Taxer, SKSN; Holland, TN; Foster, TN; McClelland, TN; Vanlue, TN; Gooding, TN; Hassell, TN; Johnson, TN; Earl, TN; Cain, TN; Edwards, SD2.





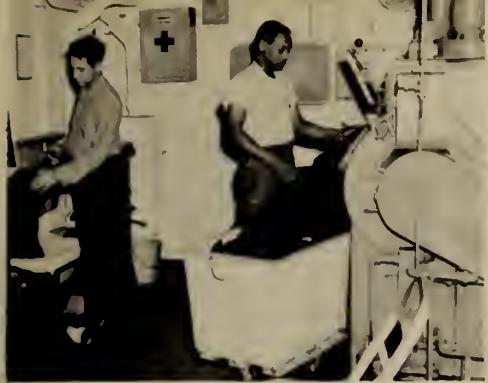
(l to r): Boykins, TN; Pusalan, TN; Hilson, TN; Duty, SD2; Ladson, SD3; Castile, SD1; Todd, SD3; Lewis, SD1; Hoosier, SD2; Tyson, SD3; Campbell, TN.

S-5

FRONT ROW (l to r): Johnson, AN; Groat, AN; Milks, AN; Adams, AN. 2nd ROW: Young, AK2; Owens, AK2; Hollowood, AK2; Sheets, AK3; Gibson, AK1; Wilhelm, AKC; LTJG Merrick; Holley, AK1; Baumgartner, AK1; Noller, AK2; Loyd, AK2; Hayes, AK2. 3rd ROW: Mason, AK3; Szparkowski, AN; Penyok, AK3; Willett, AN; Robbins, AK3; Nelson, AKAN, Defeo, AN; Swaim, AK2; Rheaume, AK2; Peavey, AN; Muntz, AN; Kopydlowski, AN; Ingold, AK3; Evans, AN; Greene, AN; Danish, AKAN; Dukes, AN; Engelbert, AN.

S-6





Cleaning plant



Ship's Store Number Three



Apprentice Barber at work . . .



Tailor Shop



Commissary working party



Confusion file



NPT, R.I. . . .



Beautiful Newport,
by the sea . . .



Sun worshippers . . .



Snapshots

Special Services



Fish story



"I like Navy life because . . .





(Above) Capt. Stroh cuts cake as CPOs Hunter and Copper retire. (Above right) Captain poses with Red Cross officials as blood drive gets underway on SARA. (Right) Capt. Stroh and LCDR Sudduth at TF's controls prior to take-off on C O's carrier qualification runs.



Captains Stroh
and Moore exchange
greetings at
Change-of-Command
ceremony.



A SHIP NAMED

In the late summer of 1777, a proud and undefeated British army, led by General John Burgoyne, was poised outside of Saratoga, N. Y. All that stood between them and their objective — Albany — was a ragged and desertion-riddled army of Colonial militia. — The same "revolutionists" that less than a month before had deserted Fort Ticonderoga without firing a shot and fled before Burgoyne.

But when the British started their advance on October 7, the Colonials, fighting for their nearby homes, chose not to run. Led by a brilliant young brigadier general, Benedict Arnold, the disorganized rabble in arms launched an unexpected and surprising offensive, forcing the startled English to retreat in confusion.

This battle of Saratoga, which inspired France to enter the war on the side of the colonies and demonstrated the spirit and will to win which marks America as a nation to this day, was the turning point of the Revolution. — The first step taken by an infant nation along the path to freedom.

"Saratoga" soon became a rallying cry of the 70's, and the name was borne by two of the American privateers which made up the unofficial navy of the day. Then, in 1780, the Continental Congress designated a Sloop-of-war, launched on the 10th of April in Philadelphia, as the first naval vessel to officially bear the name SARATOGA. With John Young as her first and only Captain, she operated with marked success against British merchantmen as part of the infant Continental Navy. One of the ship's most famous battles was her simultaneous engagement of the British warships, ELIZABETH and NANCY which both surrendered after an hour-long battle. In March of 1781, SARATOGA parted company with the merchant convoy she was escorting in chase of two strange sail. She captured one vessel, and was in pursuit of the second when last seen by the convoy. What happened to the ship, no one knows; but Captain Young and his gallant crew were never seen again.

SARATOGA

The second SARATOGA, a 26-gun corvette, won her fame in the War of 1812. Immediately upon being launched on 11 April, 1814, she headed into the battle of Lake Champlain with the flag of 28-year-old Commodore Thomas MacDonough flying from her mast. Meeting the heavier-gunned British flagship, CONFIDENCE, she opened fire, and a furious battle ensued. At a critical moment, when both ships were badly battered, MacDonough skillfully pivoted the SARATOGA'S heretofore unexposed side and brought a fresh broadside battery to bear on the enemy. MacDonough had foreseen the possibility of the maneuver and had readied the anchors and spring lines which enabled him to wind ship. The CONFIDENCE, unable to complete the same maneuver, struck her colors within 15 minutes and the remainder of the British fleet followed suit shortly afterward.

This same Battle of Lake Champlain saw the incident occur which gave the Saratoga ships' their symbol — the fighting cock. The British ship LINNET, passing to attack another American vessel, sent a cannon ball flying across the SARATOGA'S deck with little effect save the smashing of a hen-coop which released a young gamecock brought aboard by one of the sailors. The indignant fowl, startled by the noise, flew to the rail and, flapping his wings, crowed lustily and defiantly. The sailors, taking this as an omen of good luck, cheered and fought on with renewed courage — and won the battle.

Thus, this fighting cock — its spurs bared, its whole stance one of irate defiance — from that time became the symbol of the good fortune and the fighting spirit of the Navy ships to bear the name SARATOGA.

Laid up in 1815, the second SARATOGA was sold out of the naval service at Whitehall, N. Y. in 1825.

A first class sloop of 20 guns, launched on 26 July, 1842, was the third ship to bear the name SARATOGA. In commission for 65 years, her assignments were many and



varied: blockade duty off Vera Cruz during the Mexican War; service with the West India squadron in 1847 under Commander David G. Farragut; an assignment as part of Commodore Matthew C. Perry's squadron during the negotiations for the treaty which opened Japan in 1853; a tour off Africa in search of slavers where she captured a ship carrying a cargo of 961 slaves.

During the War Between the States she protected commerce against Confederate raiders and served a tour with the Blockading Squadron in the South Atlantic. She was laid up for some years following the war, and later employed as a training ship for naval apprentices. Lent to the State of Pennsylvania in 1890, she served as a school ship for nautical training till she was sold in 1907.

A ship launched in 1891 as the armored cruiser USS NEW YORK, was later to become the fourth SARATOGA. Under her original name, she represented the United States at the ceremonies opening the Kiel Canal in north Germany, and was Admiral Sampson's flagship at the crucial Battle of Santiago during the Spanish-American War. On 16 February, 1911, while she was flagship of the Asiatic Station, her name was officially changed to SARATOGA.

On 1 December, 1917, her name was again changed, this time to ROCHESTER. Under this name she saw escort duty dur-

ing World War I, participated in the Nicaraguan Campaign of 1926-1931, and served off the China coast in 1932. At Cavite, in the Philippine Islands, on 29 April 1933, she was decommissioned; and in October 1938 was stricken from the list of naval vessels. Finally, on 24 December, 1941, she was scuttled in Subic channel to prevent possible capture by the Japanese.

Originally laid down as a powerful battle cruiser, but later converted to a flattop during construction, the fifth SARATOGA, on 7 April, 1925, became the first ship to be launched as an aircraft carrier. In honor of her name, she was christened, not with champagne, but with water from Saratoga Springs, N. Y. During the peace-time years, before she became one of the major battlehorses of World War II, she contributed greatly to the promotion and development of naval aviation by training many air groups, and by conducting from her flight deck tests which further demonstrated the practical value of the aircraft carrier. Among her commanding officers during this period were such well known men as H. E. Yarnell, W. F. Halsey, Jr., and J. H. Towers.

She was at San Diego when the Japanese attacked Pearl Harbor, and on December 8, sailed for the field of battle. Arriving too late to bolster the beleaguered defenders of Wake, she delivered her Marine fighter aircraft to Midway. On 11 Jan-

Aircraft line
up for
launch on
CV-3 deck.





Unconquerable workhorse of World War II Naval Aviation; the fifth SARATOGA, CV-3.

uary, 1942, some 500 miles southwest of Oahu, a Japanese torpedo struck her port quarter. Three firerooms were flooded, but fortunately the engineering plant was not seriously damaged, and she was able to make Pearl Harbor under her own steam. After temporary repairs she returned to the States for permanent repairs and modernization.

Beginning 7 August 1942, SARATOGA'S planes supported the Marines as they stormed ashore on Guadalcanal and the Solomons. In the Battle of the Eastern Solomons, her torpedo planes and dive bombers sank the Japanese carrier RYUJO and heavily damaged the seaplane carrier CHITOSE. After coming through these battles unscathed, she again fell victim to a Japanese submarine. Torpedoed amidships and incapacitated by the damage, she had to be taken under tow by the U.S.S. MINNEAPOLIS.

When returned to fighting condition, she joined the Combined Eastern Fleet and participated in strikes against Sabang, Sumatra and Surabaya, Java. In May of 1943 she was detached for major repairs and a complete overhaul at Bremerton, Washington.

After training air groups at Pearl Harbor in 1944, SARA joined Admiral Mitscher's powerful Task Force 58 for the first carrier aircraft strike on Tokyo, 16-17 February, 1945, and the bitterly contested invasion of Iwo Jima two days later. Under attack on

the night of 21 February, four suicide planes and seven bombs crashed into her deck causing serious structural damage and devastating fires. Casualties totaled 123 killed and 192 wounded. Badly crippled, and struggling to bring fires under control, she made Eniwetok safely.

Readied for sea once again on 22 May, she completed her wartime service performing training duties at Pearl Harbor. After the Japanese surrender, she joined

Sleek, modern aircraft on CVA-60's flight deck.





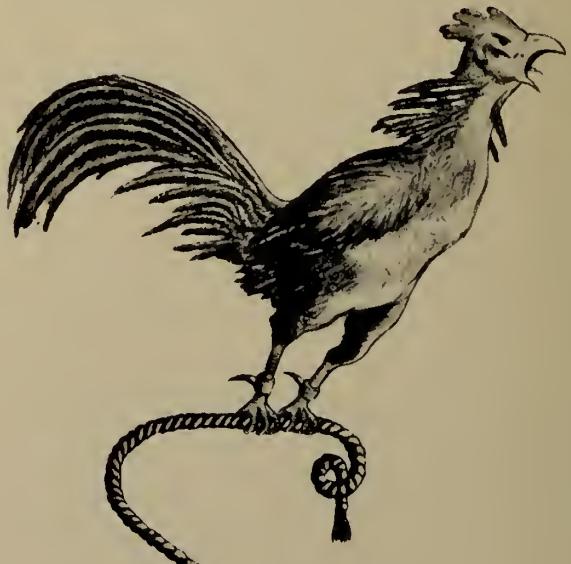
the "Magic Carpet Fleet," bringing home 29,204 Pacific war veterans, a larger number than any other individual ship. From her commissioning in 1927 until the end of the war, a total of 89,195 landings were made on her now-famous flight deck.

Serving her country to the last, the battle-scarred grand old lady met her end on 25 July, 1946, when, as a result of the atomic bomb test, she was swallowed by the waters of Bikini Atoll.

The sixth naval vessel christened SARATOGA, and the second of the 60,000-

ton FORRESTAL class carriers, was constructed at the New York Naval Shipyard, Brooklyn, N. Y., at a cost of 207 million dollars, and was christened on 8 October, 1955. Capable of carrying more than 100 planes, and the steam catapult launching of four fully armed interceptors in less than 60 seconds, SARA, with her new angled flight deck, can also land and launch aircraft at the same time.

Commissioned on 14 April 1956, CVA-60, following the tradition of the valiant fighting vessels named SARATOGA, is the world's largest and most powerful warship.





U.S.S. SARATOGA

AIRCRAFT CARRIER ATTACK CVA 60

KEEL LAID DEC. 16, 1952

AT

NEW YORK NAVAL SHIPYARD

AUTHENTICATED BY

DAN A. KIMBALL
FRANCIS P. WHITEHAIR
HERBERT R. ASKINS

SECRETARY OF THE NAVY
UNDER SECRETARY OF THE NAVY
ASSISTANT SECRETARY OF THE NAVY

DAN A. KIMBALL
SECRETARY OF THE NAVY

JOHN F. FLOBERG
REAR ADMIRAL HOMER N. WALLIN
REAR ADMIRAL R. T. COWDREY

ASSISTANT SECRETARY OF THE NAVY FOR AIR
CHIEF OF THE BUREAU OF SHIPS
COMMANDER NEW YORK NAVAL SHIPYARD

Spectators at keel-laying.



The first plates in place.



CONSTRUCTION

In May, 1948, the Secretary of the Navy John L. Sullivan appeared before the House Armed Services Committee and proposed an aircraft carrier capable of handling planes that could deliver atomic bombs. Congress approved, and in August of 1948, the first capitol ship of the atomic age was ordered to be built.

Many heart-breaking delays, modifications and appropriations squabbles took place before the work was finally begun on a series of "super carriers."

But in December of 1952 — as the first of the sixty-thousand ton flattops neared completion — the keel was laid at New York Naval Shipyard for the second in what was to become a fleet of "floating airbases."

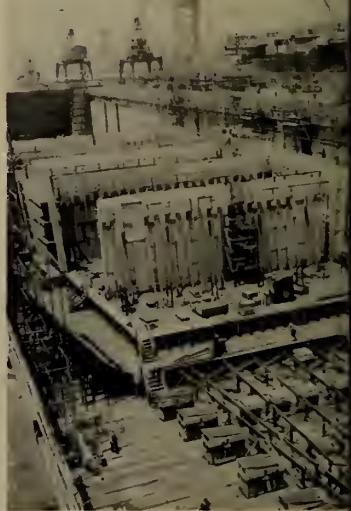
This carrier, named after a famous World War II vessel — SARATOGA — was to be the mightiest warship any Navy had ever put to sea.

The construction was soon to prove that no ship is ever the work of one man, or even a few men. The experience, the ideas and suggestions of thousands, go into its makeup. The factors of firepower, speed and armor, cruising range and ammunition space, must be balanced against each other . . .

And like every ship, care, skill and pride are as much a part of the whole as the keel itself. From dreams to drawing board . . . machine shop to the waiting sea . . . the result takes form. And always, the careful balancing of facts and ideas.

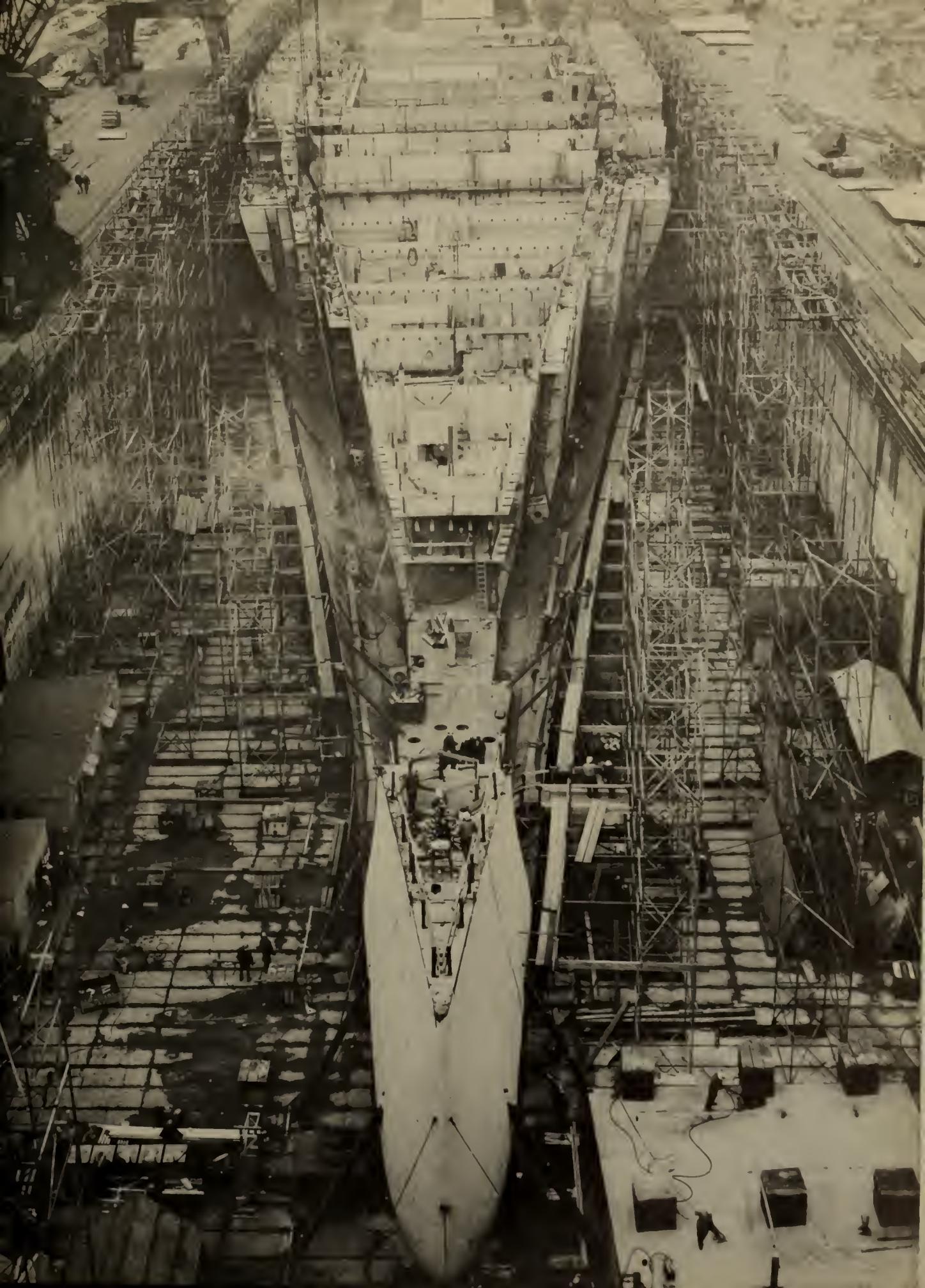
And it was these factors, these ideas, which give the story a beginning . . . the story of a ship . . . SARATOGA.

SARATOGA - 22 June 1953

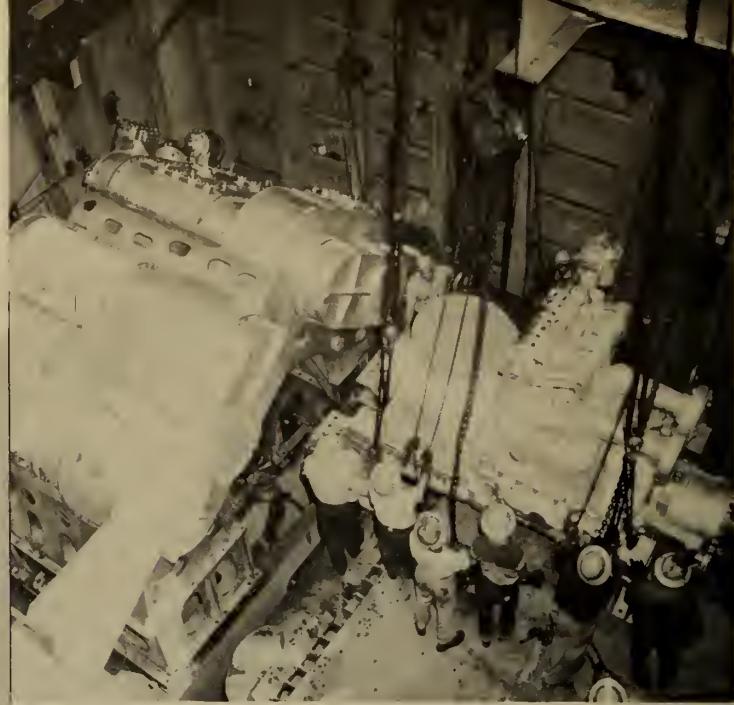


. . . and on 20 October 1953





As construction progresses, the powerful machinery — the heart and brain — that will drive 60,000 tons of steel, is placed in the skeleton-like framework of the ship. (Below) The first boiler is lowered into place. (Right) Machinery Room Four gets its turbine.

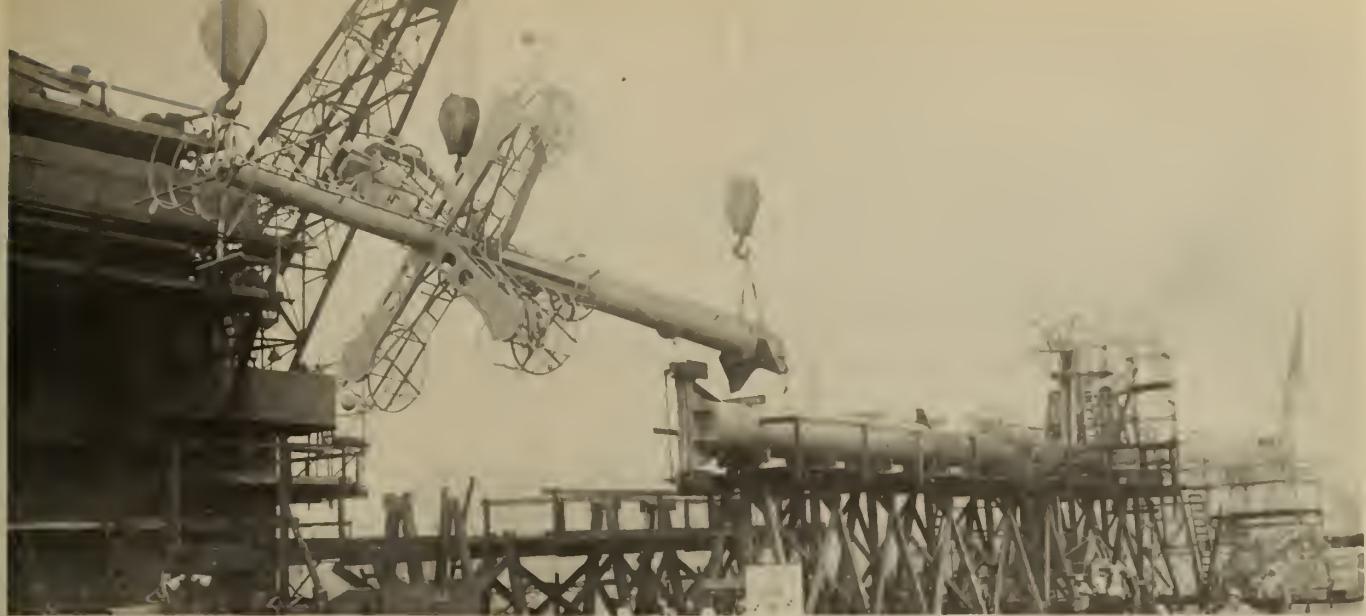


May, 1955 . . . The first boiler is lit off.

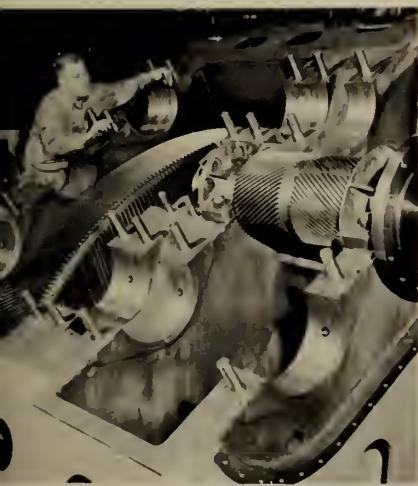


Potent giants of potential power, the shafts and screws of SARATOGA are fitted into place.

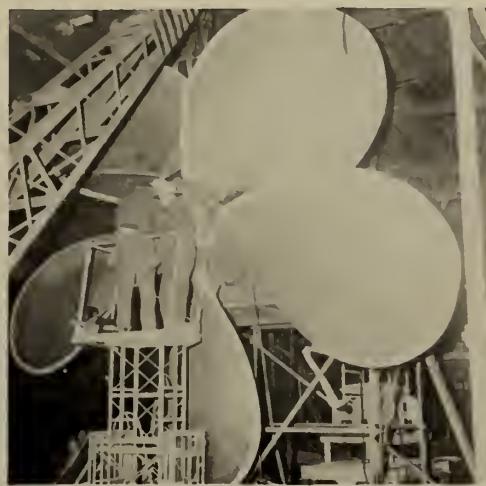




August, 1955 . . . SARA'S hinged mainmast is raised as Island begins to take shape.



Inspection main propulsion gears . . .



Screws receive adjustment . . .



Main condenser installed.

Forward Island structure goes into place.



First taste of water as drydock is flooded.

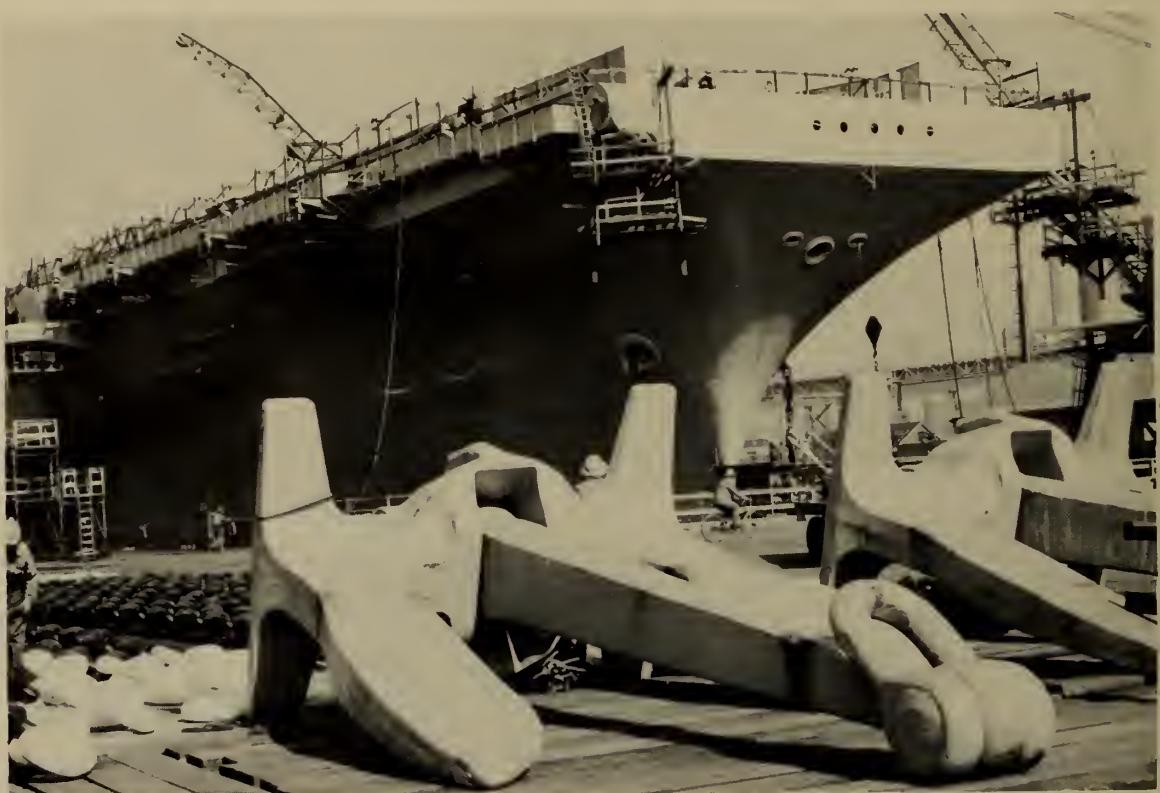




Flight deck is installed . . .



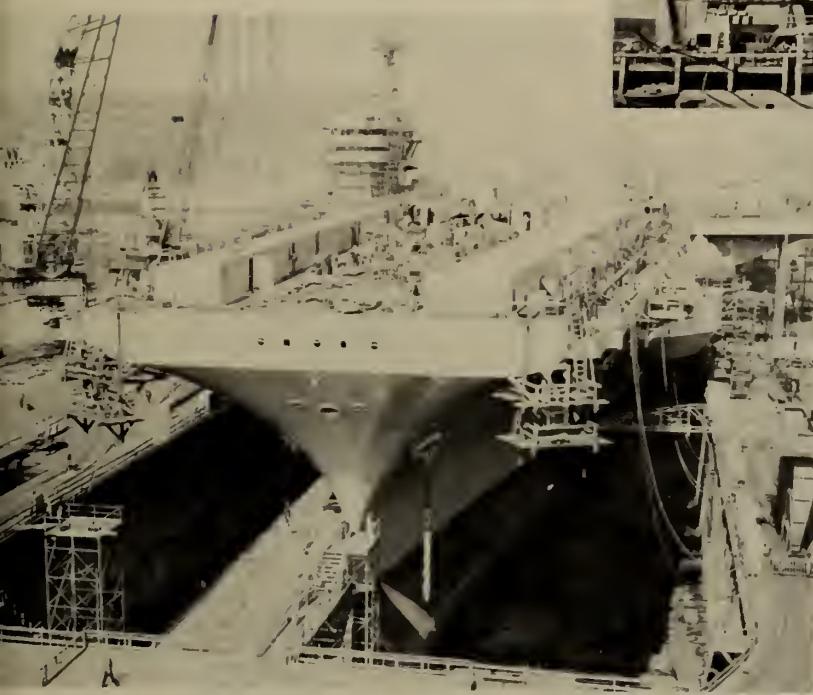
. . . and elevators are placed.



Above, SARA's 30-ton anchors await installation.
(Right) Construction
nears completion.



(Right) Christening platform goes up as finishing touches are applied.



(Left) Workmen begin to clear off decks.

(Below) SARA awaits speeches and champagne.



CHRISTENING

Christening day — 8 October 1955 — loomed bright in spite of a heavy rain. Chairman of the Joint Chiefs of Staff, Adm. Arthur W. Radford, was on hand for the principal address, and SECNAV, Charles A. Thomas was among the dignitaries that came to see SARA slide down the ways.

Mrs. Thomas, the ship's sponsor, did the honors, and seldom has anyone swung a meaner bottle of champagne.

But the non-official guests — the crew of the shipyard — were those who took greatest pride in the proceedings . . . who perhaps felt emotions ranging from triumph to anti-climax, as they watched the end-result of three years of labor surge to take its place in Naval history.



Admiral Radford



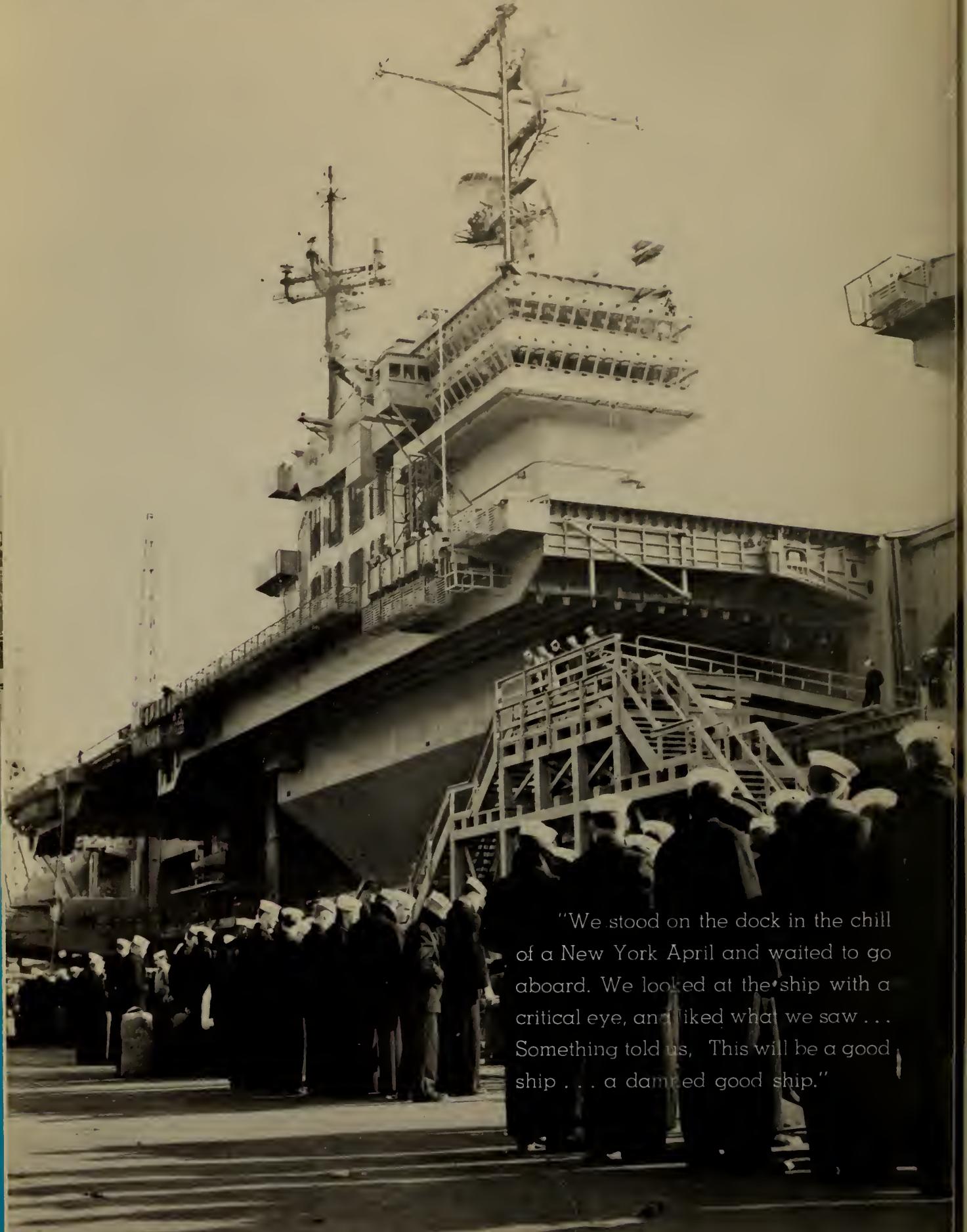


Rain didn't shrink the crowd.

Out of the drydock at last, SARA was nudged into Pier K by the tugs which were dwarfed alongside of her. There was still a long way to go, and the work went on day and night. The flight deck looked more like a housing project than a landing field for Navy jets. But by Spring SARA was ready for occupancy, and the crew, which had seen enough of Newport, was ready to fill her.



COMMISSIONING

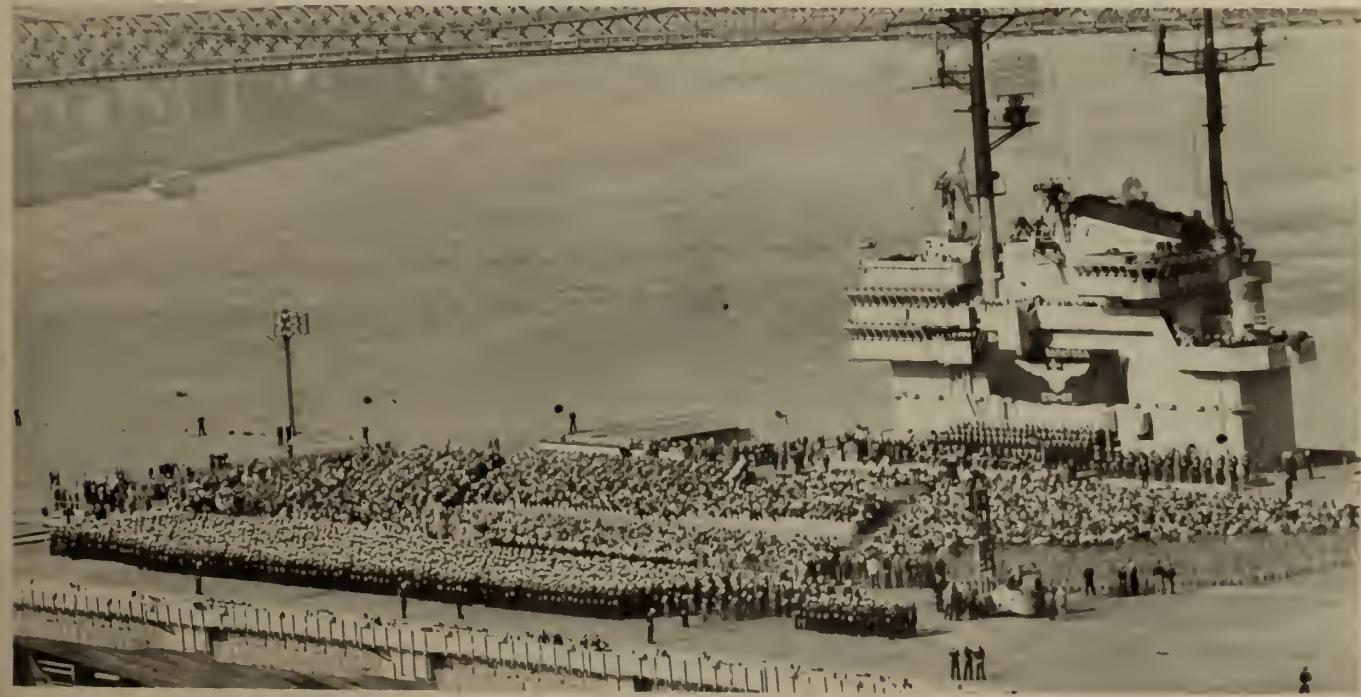


"We stood on the dock in the chill of a New York April and waited to go aboard. We looked at the ship with a critical eye, and liked what we saw . . . Something told us, This will be a good ship . . . a damned good ship."

... on board at last. The familiar faces from Newport, the first inspection, and suddenly we felt at home. It was our ship and we were the first crew . . . the plank owners."



The weather for commissioning was much more agreeable than at christening, and we drew a pretty good crowd. The boys from Bennett started things off by flying over for a look.





SECNAV was on hand again, and we had a band and all the trimmings to meet him. Adm. Wm. F. "Bull" Halsey was among the Commissioning guests, and the choir from Annapolis did the musical honors.

Gov. Overall Harriman was one of the speakers (he may have mentioned something about New York).

The cake cutting topped off the ceremony, and all of a sudden we were part of the Navy . . . officially, that is.

Cake Cutting (L to R): Mrs. Stroh, the XO, the Captain, Mrs. Thomas, Cdr. Lovig, Mrs. McCrocklin and SEC-NAV.

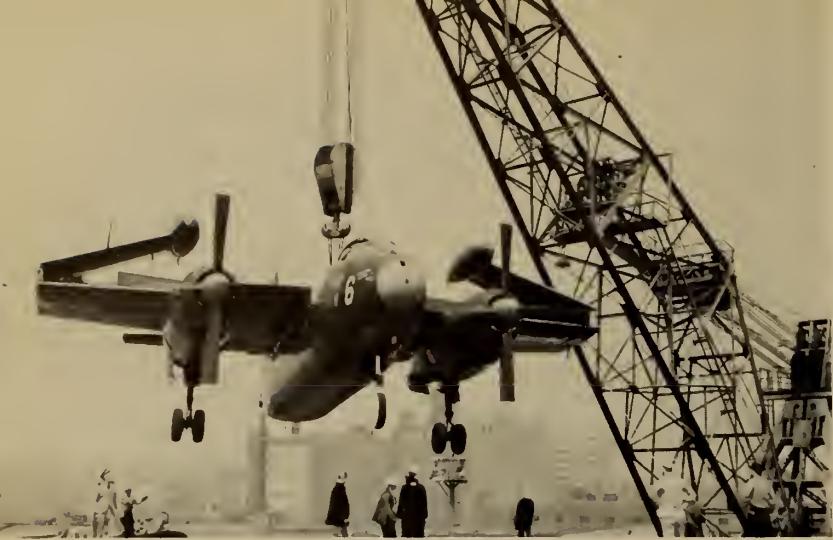


Then there was a period we thought of as the yard-stay. It was great, but then New York always is. For those of us who had never seen the big town before, it was quite an experience. For many, it meant being with their families and loved ones. It also meant that the work must go on — and it meant visitors.



Some of the visitors were invited by our own celebrities, like Red "Quiz Kid" Boucher. Some came officially like CHINFO (right) "chinning" with the captain (pun).





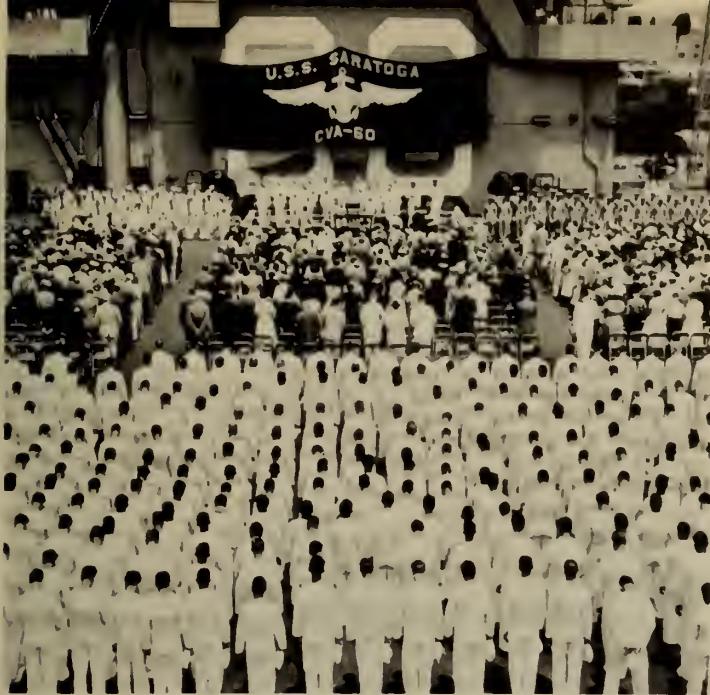
First plane comes on board. (Right) Testing the cats.



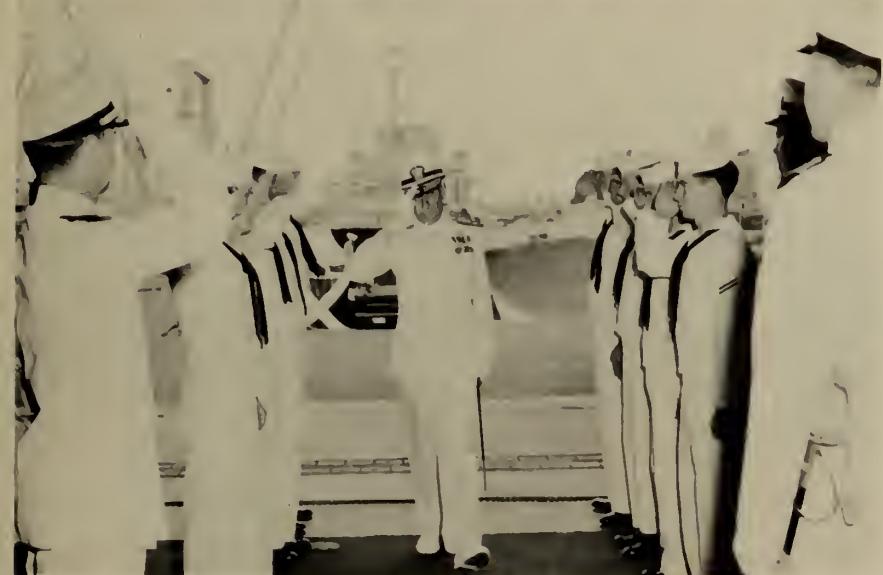
Visitors occasionally
interfered with work.

Sometimes we put on shows for the guests. One featured a contraption named REGULUS. And sometimes, the guests put on shows for us. There weren't many drama critics among us, but we knew what we liked.



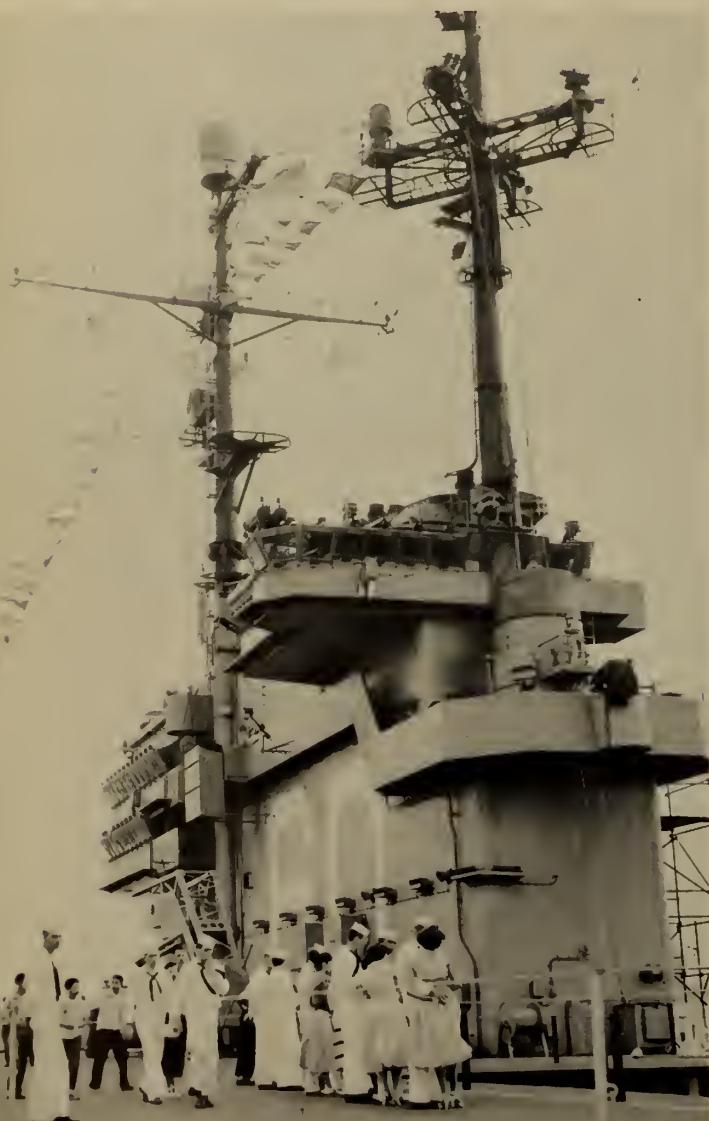
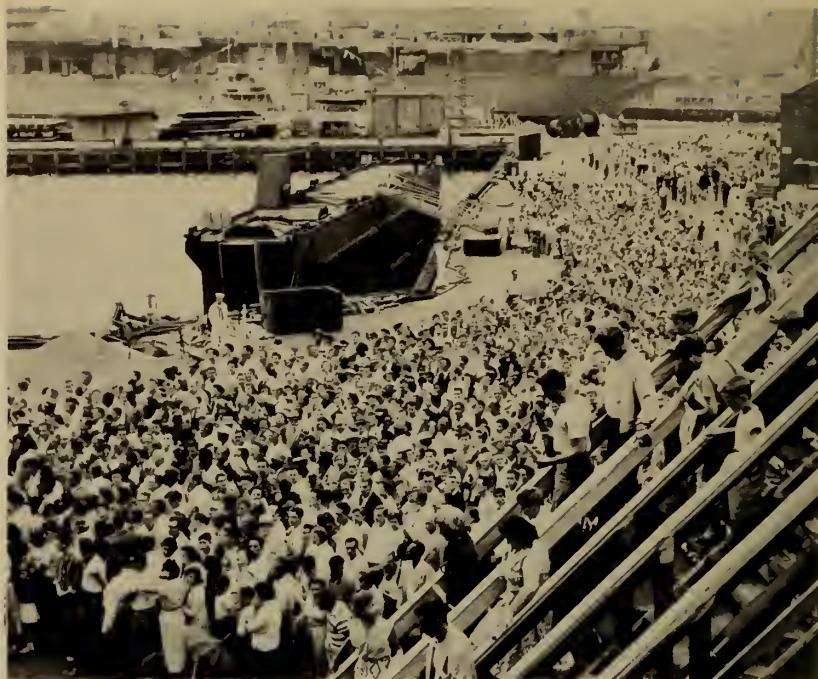


But we weren't through with ceremonies by any means. Vice-Admiral Arthur D. Struble, USN, came on board one day, and Vice-Admiral Arthur D. Struble, USN, (Ret.) went off about an hour later. It was a pretty solemn occasion when those stars came down.



Sometimes the tours were a lot of fun, especially the kids . . . they seemed to enjoy things a lot. But this tour business can get out of hand — For instance . . .

We invited a few people over for Independence Day, and it seems the word got around — to about 50,000 New Yorkers. But some of the guests were sort of "personally" invited, and we got a chance to show SARA off. She made quite an impression.



Open House casualty.





This guest business can
turn into a racket . . .



. . . for example . . .



. . . and Cherry Queens, yet!



A few retired in New York . . .



. . . and some shipped over.



... and looked things over.

CNO came on board in June ...

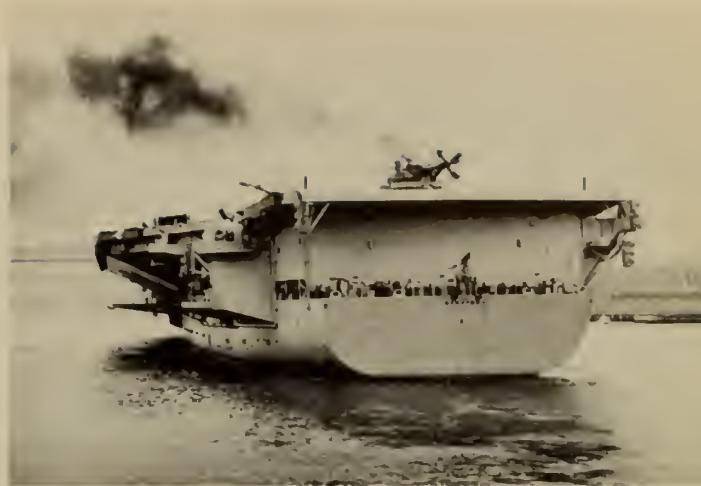


and we helped out on a pretty worthy cause.

The skipper goes on TV

with a bit about a rooster,

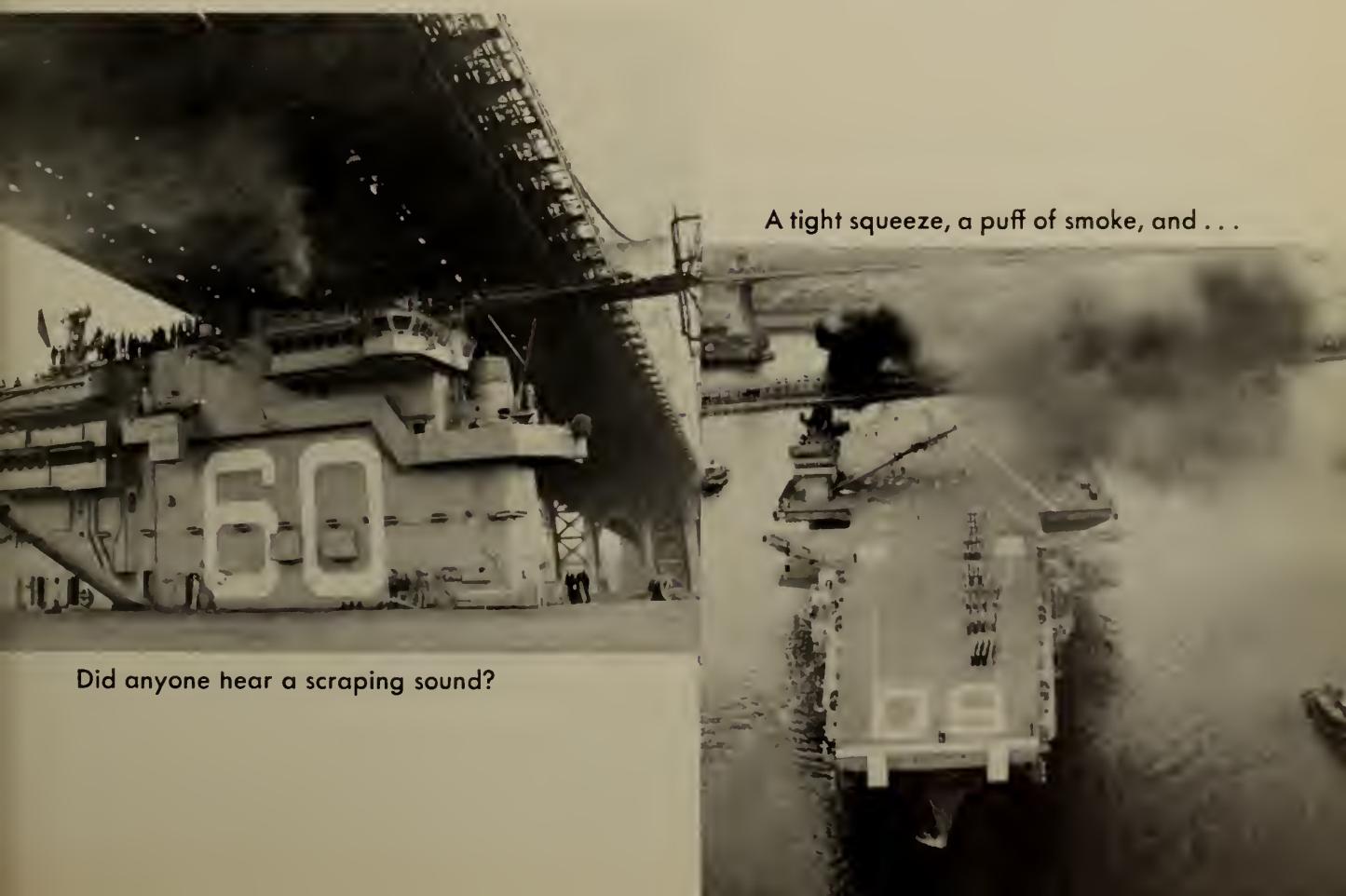




Low bridge ahead.

On June 2, we began the first of our sea trials. We were a little worried about getting out of the East River, and wondered if SARA might not be like the sailboat built

in the cellar . . . But with her hinged masts down to deck level we cleared the bridges with a few feet to spare, and when we saw Lady Liberty off the starboard beam, we knew we were finally at sea.



A tight squeeze, a puff of smoke, and . . .

Did anyone hear a scraping sound?



... through safely.

A few short days of cruising with engineers and the yard crews skillfully checking and adjusting, a short stay at Gravesend Bay, and it was back to the yard for SARA. She had made an excellent showing during the sea trials, and the few necessary adjustments were quickly made. Another test run (we didn't worry about bridges this time) and we were beginning to decide that we had quite a ship.

(Below) Tugs behind, SARA moves along on her own for the first time.





"Sure, pink and charcoal would be prettier, but . . ."

Back in the yard, except for that hectic July 4th, things fell back into the familiar routine. And the day of Shakedown kept drawing ever closer.



A little blood-letting.



Higher education. (Zane Gray)



Dischord reigns supreme in the missile shop.



We were pretty proud of our softball team. They played everything New York had to offer — except the Yanks, Dodgers and Giants — and had an undefeated record.



"Thanks, coach . . ."



Dulhagen scores for SARA.



We also got a new crew member aboard.

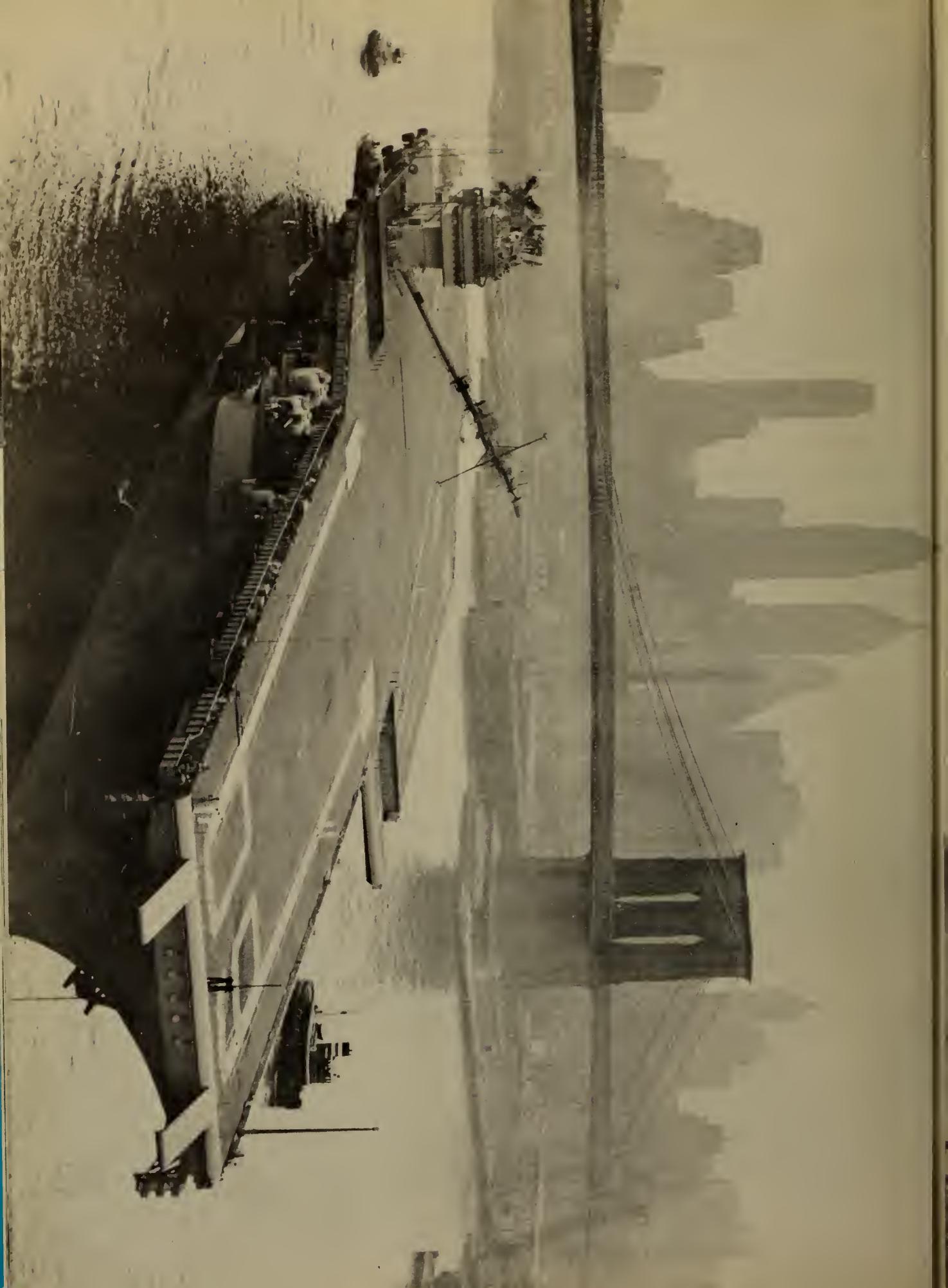


Dinner party.

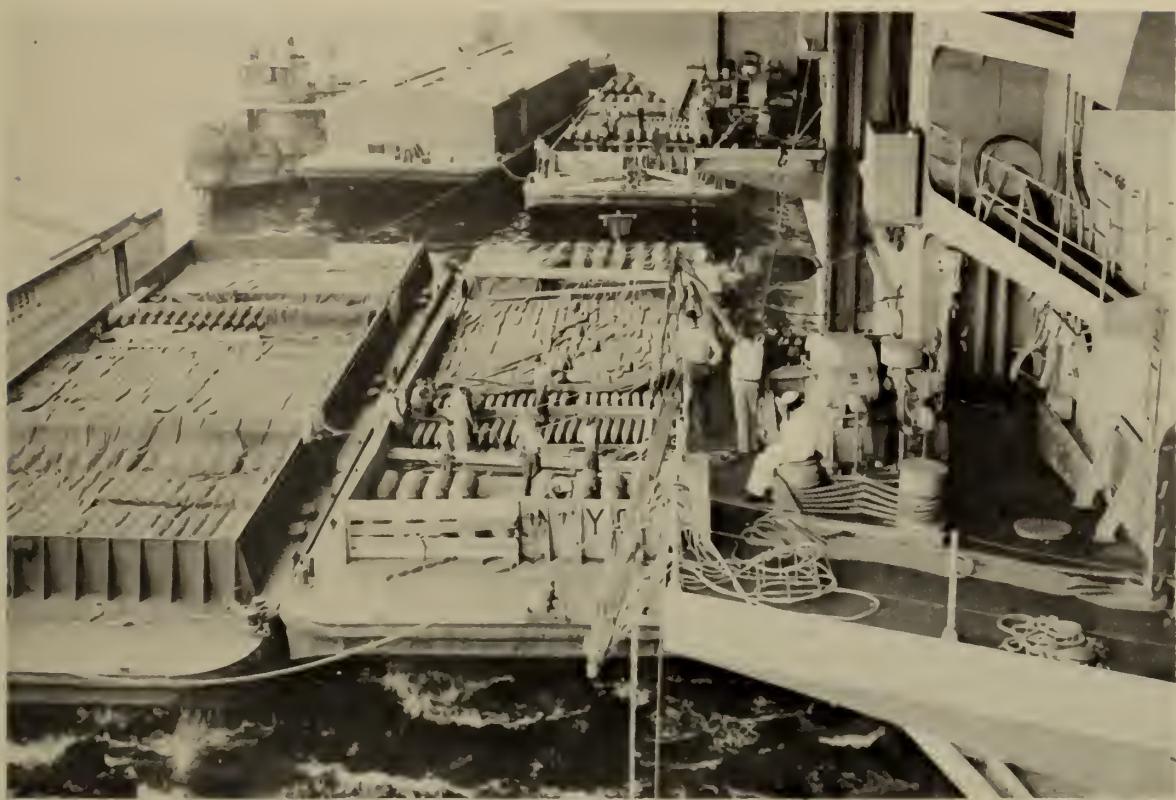
(Left) XO and Neile Adams



In August, we were pretty busy getting ready to get underway. But we took time out one night when some Broadway folks — featuring *Pajama Game*'s Neile Adams and *Damn Yankee*'s Rae Allen — came over to say goodby. Chamber music was furnished by Willie "The Lion" Smith and His Wild Cats . . .



For the third time, we headed seaward under Manhattan's bridges and soon found ourselves once again in Gravesend Bay. Most of the days were spent loading ammo, but the beckoning lights of nearby Coney Island lured some to their brightness at nights.



Ammo barges alongside.

Liberty party



"Which way's Coney?"

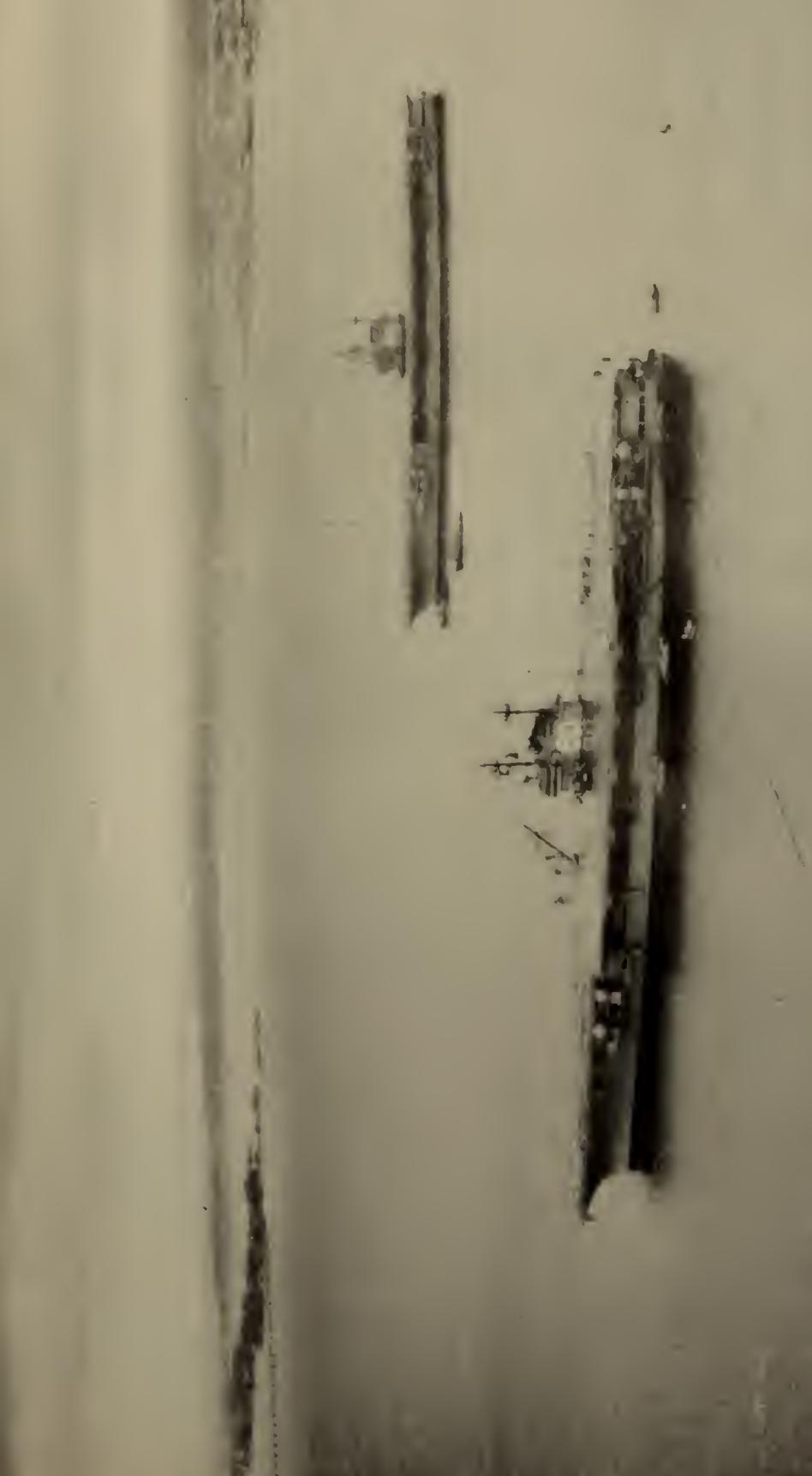


Then, we **really** got under way. Norfolk was the first stop, and, anchored out, we took on some more supplies. Another carrier, with 59 painted on her island, passed by pretty close aboard and sent over a message about us being a "striker," but we just ignored her.



ComAirLant (VADM Wm. L. Rees)
with the Exec and
Captain Stroh.





QUEENS,
BACK TO BACK



OCTOBER 24, 1956 —

It was to be an exciting and historic day. We had left Norfolk at first light and were steaming towards Mayport off the East Coast. After noon chow, we went to flight quarters and for the first time, it wasn't for drill.

There was a tenseness in the air that was broken in part by nervous jokes and comment from the bright-shirted crews on the flight deck.

Old sayings and superstition were tossed about, "If the first one's good, the rest'll be okay too." And pessimistic speculation: "Boy, wouldn't it look great if the first one was to crack up!"

But mostly the conversation was secondary to watching — squinting into the sun, searching for the black specks which would be the first planes of Carrier Air Group Four — which would be the first planes to land on SARA's four acres of flight deck.

And suddenly they were there — sleek, gleaming Cougars, filling the warm Summer air with the roar of their jets. Gracefully they circled, falling into their landing pattern.

Training payed off as the flight deck crews handled their jobs like veterans. We gazed skyward — the first landing, and we were ready. The rest was up to the pilots.

Then, after several touch-and-go passes for the benefit of camera crews, Air Group boss, Commander William E. Fly, USN, fitted "OO" into the groove, touched down and caught the wire.

The First Landing was history.

But there wasn't much time for celebration. A brief ceremony was held forward on the flight deck, and the plane was rolled onto an elevator and sent down to the hanger bay, as the rest of the squadron roared in to land.

CO and Exec greet Cdr. W. E. Fly, first pilot to land on SARA



(Left) In the last leg of the landing pattern, Cdr. W. E. Fly's Cougar moves in for the first landing aboard CVA-60. (Below) Doing it with mirrors at 120 knots.



(Above) Restraining wire jerks "OO" to a sudden stop, and (right) crewmen assure that hook disengages before the plane moves away from the landing area.





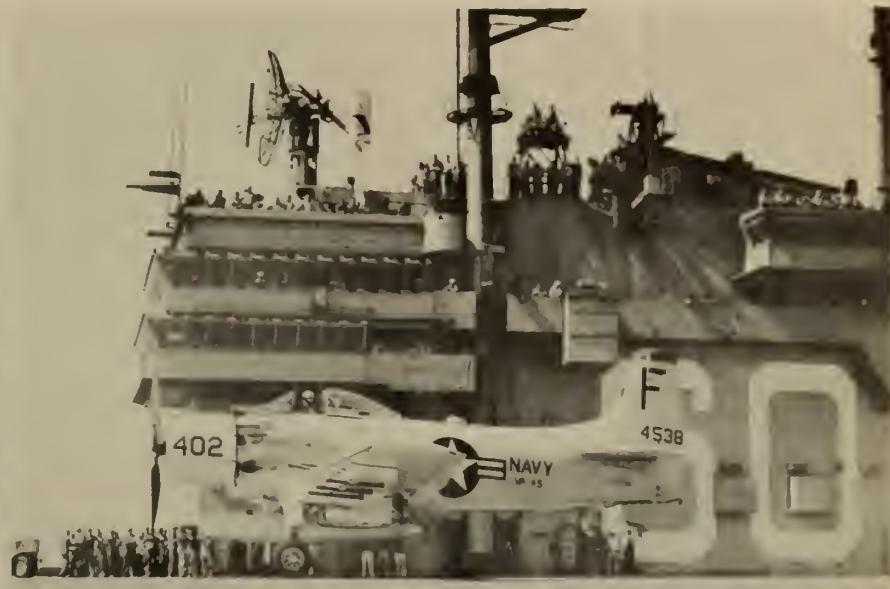
(Above) Commander Fly wields the weapon in Hanger Bay Three as the First Landing cake loses its bow. (Left) Captain Stroh gets the first slice.

Slightly non-reg, but in keeping with squadron tradition, LCDR Glendon Goodwin, VA-45 skipper, came aboard wearing the "Black-birds" battered green derby, and chewing on a cigar.



And after Commander Fly's landing, things really got busy. That day and the next, the Cougars, AD's, and "Banjos" of C A G - 4 were busy making their "quals." We were looking good almost from the start, and could be excused if a strong sense of pride for our ship and the job we were doing made us feel a little cocky.

But we continued to steam South, and visions of those Florida beaches made the time pass a little slower . . .





(Left) All hands muster on the flight deck as SARA cautiously works her way through the narrow channel at Mayport.



Captain Stroh greets ComFAirJax on his first visit to SARA.



There's something mighty relaxing about Florida.



Leaving Mayport, we moved south. And stopping dead in the water one warm Sunday afternoon, we had an experience that was new to many of us.

"Swim call," was passed over the 1MC, and bathing-suited crewmembers clambered down nets on the starboard side. But the less hardy, deterred by the sight of armed Marine "shark guards," spent their time as spectators.

Not a scene from Dante's *Inferno*,
only SARA's first swim call . . .



GUANTANAMO-



GTMO Bay

Then one morning Cuba — a mountainous cloud-draped land mass lay off the starboard beam. Below decks, we were having our troubles — things were far from 4.0 in the mysterious world of the snipes — so we sent our planes to Breezy Point before entering the harbor at Guantanamo.

GTMO Bay, jewel of the Caribbean, number one liberty port of the Navy . . .

Our orders said to "operate out of" GTMO, but we became an almost permanent part of that happy establishment for almost a month.

Catching sand sharks from the fantail, and the artificial atmosphere of EM Club soon lost its magic, and the wisecracks from the shore-duty Navy about "Building Sixty" soon began to wear.

The mechanical confusion below decks brought a crew of technicians and yardworkers out and the engineering

Scenic beaches of GTMO

GTMO BAY, CUBA . . . The narrow channel — and crowded bistros — of Mayport and Jax Beach dropped behind and CVA-60 continued its trek South.

We became quickly accustomed to the roar of jet engines, the crash of the steam cats, and the thump of the aircraft setting down on the flight deck. Even the greenest SA became so accustomed to flight quarters that the "buzzard's roost" looked almost deserted.

It became warmer, the seas turned an emerald green and the waters were broken by small islands, clumps of strange-appearing seaweed and flying fish. This was the Caribbean.



crews were working around the clock so we could get underway again. The liberty boats were still running, but even such a variety of pastimes as golf, horseback riding, swimming, and HATUEY became tedious after so long a time.

Competition was keen between SARA and the FDR on the athletic field and other places with less official sanction. Our softball and baseball teams were still taking on all comers, with the emphasis on taking. The FDR played us over half-a-dozen baseball games before managing to win one. They then retired from the world of sports,

BAY, CUBA



Snipes in sunlight.

leaving their winning streak at one.

But let us not give the impression that GTMO was all play . . . The working day was a time of running. "Flight Quarters," "General Quarters," ABC drills, damage control lessons, Air Defense, all that is dear to a sailor's heart — training, training, training!

Ears were cocked to "the word." The big topic for MDI was, "When are we going to get underway?" Dame Rumor had a field day, and tempers were shortened by the muggy heat of Cuba a' la September.

The too-infrequent visits to Guantanamo City helped to lessen some of the tension, but the long sweating boat trip and

the snail-pace ride behind a wood-burning engine that should have been in a museum, took the edge off the spirit of adventure.

Bingo and out-dated horse operas held many on board, but night was to most a time for crowding into the boats and heading for the shore.

And it was with a feeling of great relief that the word came that we would finally lift the hook and head for Haiti.



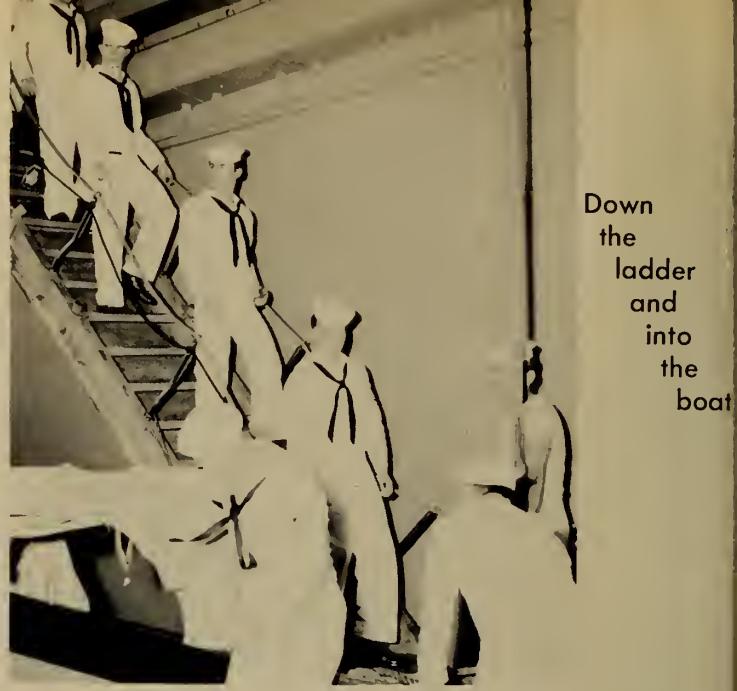
We knew that we had seen far from the last of GTMO, but even so, we would never forget the time we had spent there. And least of all would we forget the Division beach parties which brought grateful relief from the usual.

The beer, beans and ball games, the scorched hot dogs, arguments, and SP's . . . And most important of all, it was at these outings that we best came to know our shipmates . . . that we developed a feeling of pride and belonging from the simple act of banding together. It was at GTMO that we became a crew.



LIBERTY, GTMO STYLE

"Away all boats . . ."



Down
the
ladder
and
into
the
boat



The first two miles are the hardest



Eager, smiling faces,
bright with anticipation.



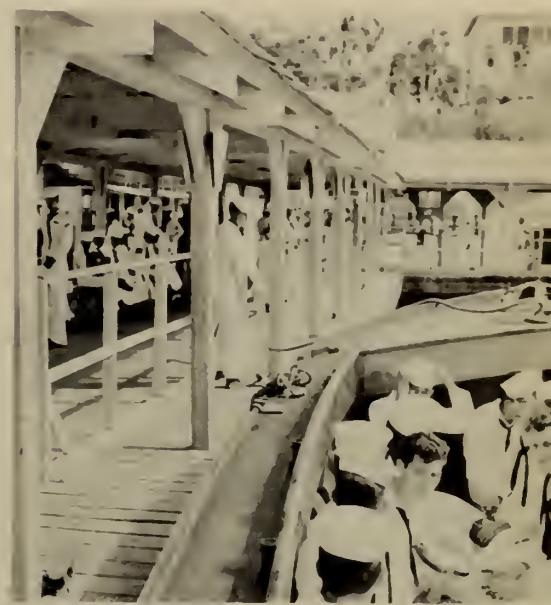
This way to the country club.



Lower deck
Social and
Hops Society
meeting.



"Shay — when's the boat due?"



The effects of sun and HATUEY.

The
long
way
home . . .

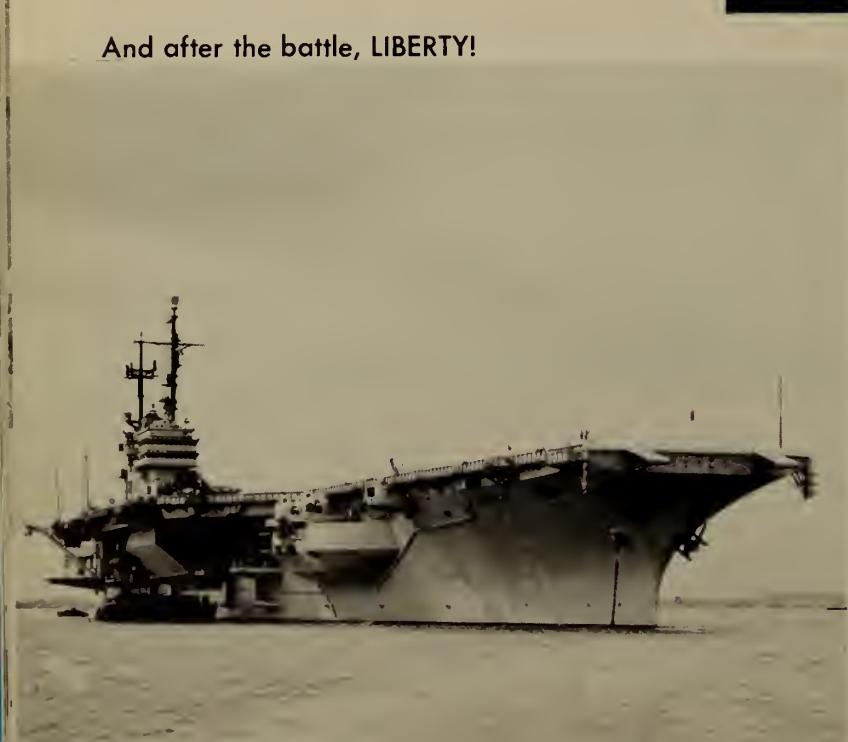




Fire fighting, self-taught.



Repair 8, on the job . . .



And after the battle, LIBERTY!

Much of the work of the peacetime Navy has been classed as a "game," but if this is true, it is at best a deadly game. When the alarm sounds "General Quarters, all hands man your battle stations," it is hard to take it lightly. For the "game" is one that, if played well, may someday save this ship and the lives of the men on it.

SARA made an excellent showing in all phases of her general drill assignments, with special credit going to the damage control crews, who attended day-long lectures in addition to the drills.

And even if the heat became a little oppressive, the helmets a little heavy, or the work a little tiring, the liberty boats still left for the beach at 1600.



After-AD scans skies for "enemy."

And the constant drills paid off at ORI. Considering the inoperative condition of the ship and the stresses under which training was conducted, SARA did an outstanding job.

And the training gave us a new respect for the personnel of the Fleet Training Group which worked with us.



New faces (?) at the enlisted brow.



GTMO open house.



Scouts, just like New York.



Reflective moment.

And who could forget the liberty
in GTMO City? A far cry from New
York, but it had its good points . . .



Cruising to the Red Barn . . .



"Ain't that train here yet?"



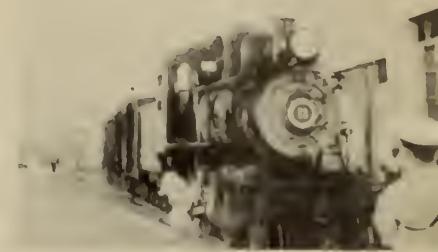
"All aboard!"



"Let's put the show on the road."



Boarding party.



GTMO City Special.



"This GTMO City is
rough liberty!"



Local color.



The natives
were friendly.





Phillips' Park



World Series, V-6 variety.



Referees.



FTG . . .



New PFC's





SARA underway from
GTMO for air operations



Flight deck parade during man overboard drill off Cuba.

VF-22's "Frenchy" Rinard, Capt. Stroh, and cake.



1,000 the
easy way.





Refueling at sea.
USS Rooks (DD-804).

A few of the many escort vessels
that steamed in SARA's plane
guard stations . . .



USS Hickox
(DD-673)



USS Norfolk (DL-1)

AJ-1 takes a wave-off as another prepares to take off.



"Savage" comes in for landing.

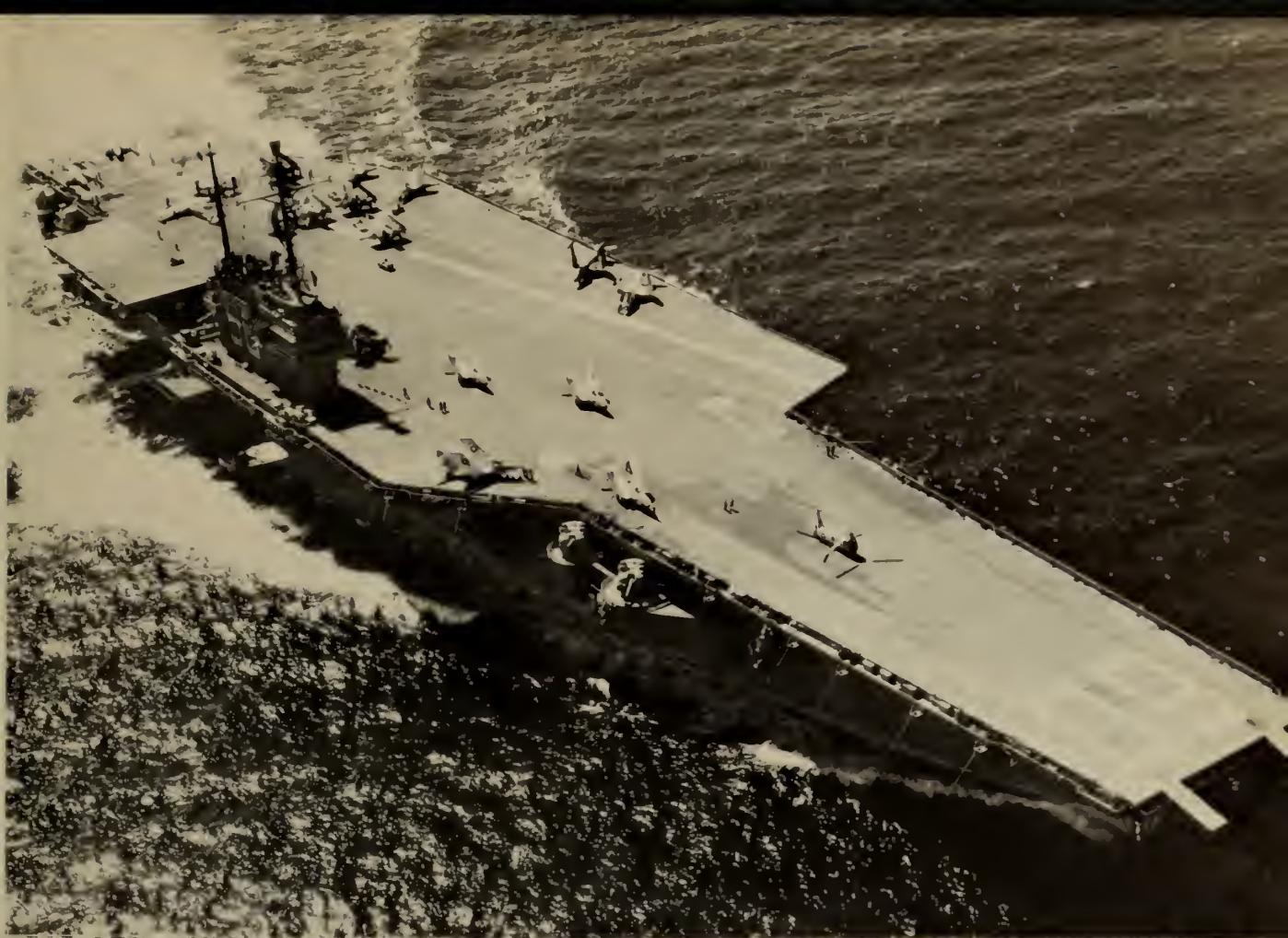


Afternoon launch.



F J-4 roars off starboard cat.





The long warm days stretched into weeks as SARA cruised carrying on air ops. Working out of GTMO Bay, she made up for the lost time she'd spent at the hook.

The crew was looking forward to the long-promised week-end in Haiti, and the fact that we would soon be heading back for the States was a prime topic of conversation.

But work went on, and the total of successful launchings and landings increased daily.



F2H is catapulted from SARA.

PORT-AU-PRINCE, HAITI



Port-au-Prince, one of the high spots of the shake-down cruise, was a strange and pleasant contrast of two ages. Modern buildings — including the beautiful capitol — stood next to stone dwellings that appeared to be as old as the mountains that rose in majestic grandeur behind the town.

In the harbor, fishing craft that had not changed in design or construction for hundreds of years stood with their sails furled.

Despite the oppressive heat, the port-and-starboard weekend in the Haitian capitol was a to-be-remembered experience for most of the crew.

Even those who had duty were entertained. A fleet of bum-boats swarmed SARA the minute the hook was dropped, and the word has it that shore patrol was far from boring.

And it appears that many families and sweethearts received mahogany items for Christmas.



The Hon. Ray T. Davis, U. S. Ambassador to Haiti rode down from Cuba aboard SARA.



Haiti's beautiful mountains form a cloud-draped backdrop for the harbor and city.





Port-au-Prince, Haiti



Bum-boats carry on a lively trade alongside.

"Hey Joe, you got shoes?"





A featured scenic attraction.



Haitian Railroad.



A busy time for the street vendors.



Carib-Craft factory.





Sports enthusiasts.



Mortal combat



"Only 50 shopping days left until Christmas."





Shore patrol officers at work.



SARA lies at anchor in the harbor at Port-au-Prince.





Transportation . . .



Fresh fish.

Street scene:
Port-au-Prince.



Residential section.



"Two dollar, Joe . . . first class."





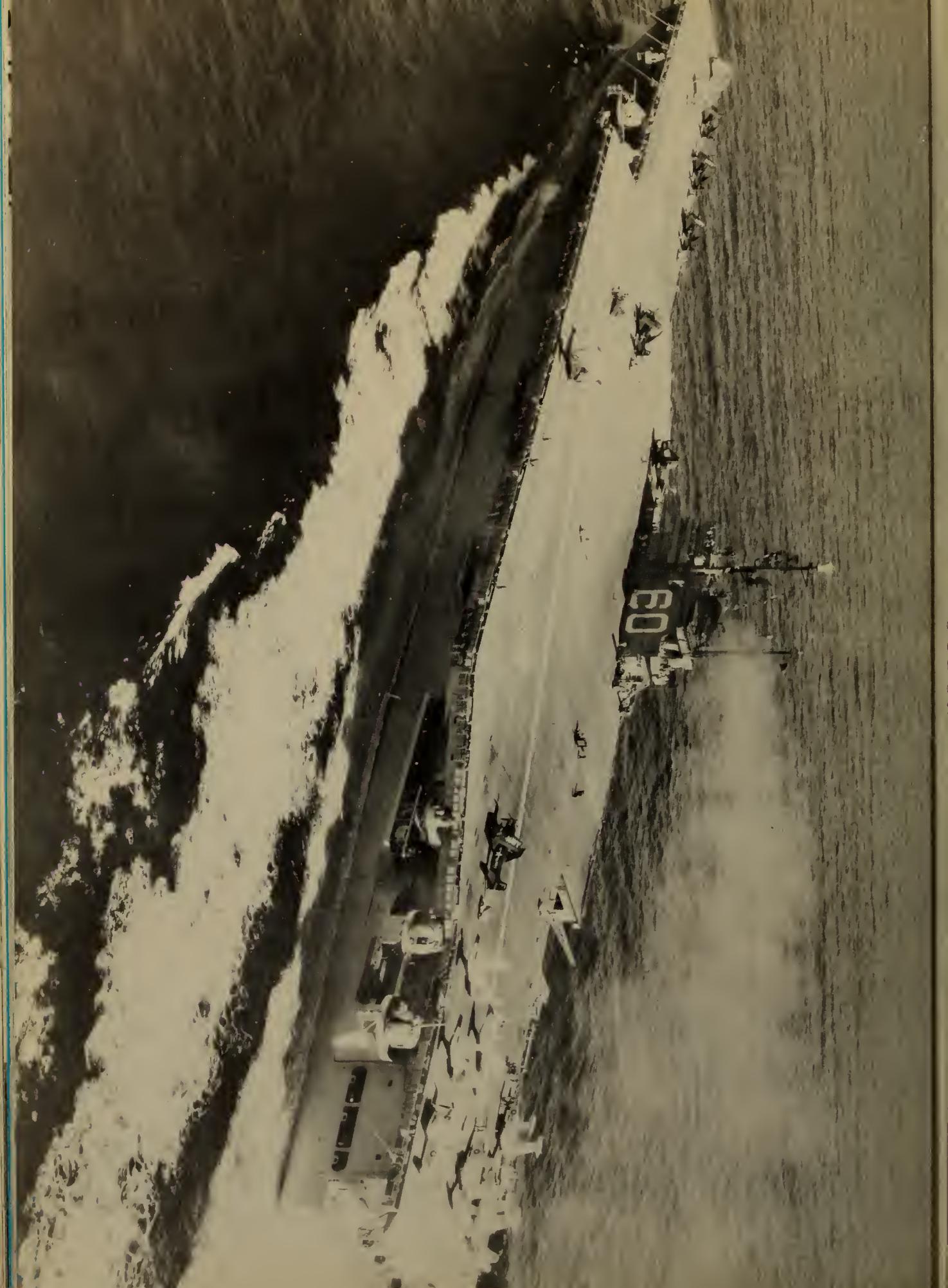
Making a few last minute
bargain buys from the street
vendors on the square.



The long ride back.



After Haiti, another quick stop at GTMO, and at last SARA was on the way home. Shakedown was a thing of the past and we had come another step of the way. And when we cleared the harbor at Guantanamo, one phrase was on every tongue, "Destination, Mayport . . ."





Clearing the channel, Mayport, Florida.

We stood off Mayport channel for two days in late October waiting for a near-hurricane force wind to slack so we could enter. When the seas began to get high the second day, we by-passed the Florida port and got underway for Norfolk.

Turbulent seas crashed against the bow and sheets of spray swept the flight deck. Some of the less fortunate had a little trouble keeping their stomachs in hand, and, insult to injury, had to take the inevitable ribbing that the sea-sick are heir to. Although sustaining some minor damage, SARA stood up well under her first test by the elements.

After a week at Norfolk, we returned

to Mayport to take on aircraft — including A3D's — and begin a series of joint operations with our sister ship, the FORREST AL, and support units. Rear Admiral Pirie, ComCarDivSIX, rode SARA as OTC, and "Flight Quarters" were the by-word of the day.

Operations were intensified by a critical situation in the Middle East, and the war games took on a very real aspect.

Everyone felt the results of impending conflict, if only in the effect on leave and liberty, and all hands breathed a sigh of relief when the situation became less intense.





(Above) Mayport carrier basin gets a little crowded as CVA's 59 and 60 both berth. (Left) SARA ties up at the basin's finger piers and waits for the gangway to be raised into place.



The first A3D is loaded aboard from the dock at Mayport.





Tranquil scene as A3D's are loaded aboard SARA at Mayport.



Perfect landing.



A3D comes in, hook down.



One of the Navy's newest medium jet bombers comes in for a landing as two others stand by for catapult takeoffs

Lt. Col. H. G. Dalton attacks 2,000th landing cake as Captain Stroh stands by for the first slice. Lt. Col. Dalton made the landing in an F9F "Fury" jet.



(Below) One thousand landings later, LCDR William Edwards de-bows a chocolate SARA.



Bearded RADM Robert B. Pirie offers his congratulations to Edwards on Landing 3,000.





Brass galore — Armed Forces Staff College.



C-in-C LantFleet flies aboard during ops.



RADM Briggs visits SARA.



Full dress inspection underway. SARA dwarfs the 2,000 crewmembers standing on her vast flight deck.



The last week of November and SARA was back in Norfolk. Everyone had a chance to rest up from the back-breaking schedule of operations that had filled the last five weeks.

All hands were looking forward to the return to New York and the holiday leave periods.

Then, on 1 December at 0800, Captain Robert J. Stroh, SARA's skipper since commissioning was relieved by Captain Robert B. Moore, former CO of the Escort Carrier SIBONEY. And when Captain Stroh left to report to the office of the CNO, he took with him the best wishes of the entire crew, who would never forget the quiet,

red-headed skipper who had taken SARA through the weary routine of commissioning and shakedown.

And it was also at this time that another member of the crew — BIG RED I a crowning mascot presented the ship by the children of St. Vincent's Home was "relieved." The mysterious circumstances of Big Red's "going over the hill" was a topic of shipboard conversation for many days.

When SARA finally got underway for NYNS, the first night out was enlivened when the boxing squad got a chance to show their wares at the ship's first smoker. Needless to say, the occasion was a "smashing" success.





RADM Haynesworth of ComServLant visits SARA's supply department prior to her departure for NY.

(Right) A sharp right to the chin brings the crowd to its feet and a SARA ring-man to the canvas during the ship's first smoker.



Fair exchange.



The end in view.



Back in New York, SARA once again found herself in Gravesend Bay, faced with a session of ammo off-loading. Spurred on by the freezing weather and holiday leave, the crew completed the work in record time.

Since New York, to many of the crewmembers meant being with their families, Captain Moore invited dependents from the New York area to ride along with the ship from Gravesend to the shipyard.

Some 500 children, wives and relatives showed up for the event and enjoyed the cruise down the East River under Manhattan's bridges.

Once in the yard, leave papers were the order of the day, and many crewmembers were ready to go as soon as the gangway was swung into place.



Leave fever — a Christmas ailment.



After a short period at the pier, SARA was guided into drydock and was soon resting on keel blocks for the post-shake-down availability period.

For the crewmembers who spent Christmas on board there were parties, and LCDR "Swede" Frodahl played a convincing Santa Claus for the children of crewmen, and guests from a New York orphanage.

Tugs lend a helping hand as SARA makes her approach to the drydock.



"A-a-away we go!"

SARA rides snug in
the confines of DD #5.



"Who wants cookies? Where's Santa?"



BS1 — baby sitter, first class.





Swede "Santa-Daddy" Frodahl passing out gifts to children of SARA's crew.



Guests at Christmas dinner.

Children from the Williamsburg settlement on SARA at Christmas.



A time of joy for the young ...





So with Christmas of 1956, this part of the story of CVA-60 comes to an end. Representing over four years of building, planning and testing, as well as the countless time spent by individuals in Senate committees and over drawing boards, SARATOGA stands as the proven ultimate of Naval Aviation.

And it is very fitting that the book should close on a Christmas, and all that that day represents — the sacrifice of One for mankind, good feeling, charity, peace on earth.

Above all, Christmas is a day of hope and faith. Hope that someday all men will be free and the clouds of war and hatred shall be lifted from the earth — and faith that until that time comes we shall be ready to jealously guard and protect that which we hold dearest. It is our job — the men who man the ships of the Navy — to assure that that faith is upheld.





Happy hour(s)



Post-Port-Au-Prince . . .



Shipping-over picture . . .



Pencil pushers

SNAPSHOTS



"Tatoo, tatoo."

Thanksgiving chow line





STAFF

ENS L. D. Bryant, Jr. EDITOR

Richard Graddick, JO1 MANAGING EDITOR

Roy Levin, SN COPY EDITOR

Philip Gardner, JO3 STAFF WRITER

Lowell Kinney, JO3 STAFF WRITER

Robert Luttinen, SN BUSINESS MANAGER

John Cole, SN (Ship's Artist)

ART EDITOR

PUBLISHED AND PRINTED BY THE
LISKEY LITHOGRAPH COMPANY
NORFOLK, VIRGINIA



IN THE LINE OF DUTY

Ensign Gerald Hurbert Bentley

Raymond Virgil Oaks, Aviation Electrician's Mate First

All-Weather Attack Squadron Thirty-Three

All-Weather Attack Squadron Thirty-Three

Oscar Franklin Hogg, Airman

V-1 Division, USS SARATOGA (CVA-60)

